B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1418. 日三十月二十年五十二緒光 SATURDAY, JANUARY 13, 1900. 六拜禮 號三十月正英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.

Hongkong, 4th January, 1900. [11

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ 6 „ ...3½ „
„ „ 3 „ ...2½ „

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 20th May, 1898. [13

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	SINGAPORE.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 21st November, 1899. [14

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND$11,000,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq.	A. McConachie, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.
Hongkong, 16th October, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5 per Cask of 375 lbs. Net ex Godown,

SHEWAN, TOMES & CO.,
General Manager.
Hongkong, 11th December, 1899. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—:o:—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
S'HAI & JAPAN.	*Canton*.....	C. F. Lockstone, R.N.R.	About 15th Jan.....	Freight or Passage.
LONDON, &c...	*Massilia**.....	C. Gadd.....	Noon, 20th Jan.....	Freight or Passage.
JAPAN	*Rohilla*†	S. du B. Lockyer, R.N.R..	About 20th Jan.....	Freight or Passage.
SHANGHAI ...	*Bengal*	S. B cham	About 20th Jan.....	Freight or Passage.
LONDON.....	*Bombay*	G. M. Montford, R.N.R..	About 25th Jan.....	Freight or Passage.
MARSEILLES & LONDON DIRECT. (Without Transhipment).	PARRAMATTA		31st March	Freight or Passage.
	MASSILIA		14th April	

* (See Special Advertisement). † (Passing through the Inland Sea).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.
Hongkong, 12th January, 1900. [5

IMPERIAL GERMAN MAIL LINE.

—:o:—

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KARLSRUHE	WEDNESDAY, 24th January.
SACHSEN	WEDNESDAY, 7th February.
OLDENBURG	WEDNESDAY, 21st February.
BAVERN	WEDNESDAY, 7th March.
STUTTGART.....	WEDNESDAY, 21st March.
KONIG ALBERT.....	WEDNESDAY, 4th April.
WEIMAR.....	WEDNESDAY, 18th April.
PREUSSEN.....	WEDNESDAY, 2nd May.
HAMBURG, (Hamburg Amerika Linie)	WEDNESDAY, 16th May.
PRINZ HEINRICH.....	WEDNESDAY, 30th May.
SACHSEN	WEDNESDAY, 13th June.
OLDENBURG	WEDNESDAY, 27th June.
BAVERN	WEDNESDAY, 11th July.
STUTTGART.....	WEDNESDAY, 25th July.
KONIG ALBERT.....	WEDNESDAY, 8th August.
WEIMAR.....	WEDNESDAY, 22nd August.
PREUSSEN.....	WEDNESDAY, 5th September.

ON WEDNESDAY, the 24th day of January, 1900, at NOON, the Steamship "KARLSRUHE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hongkong, 10th January, 1900. [22

HONGKONG HOTEL.

NEW ROOMS
At Moderate Daily Rates.
[23

MUSICAL INSTRUMENTS.

—:o:—

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.

LANE, CRAWFORD & Co.
24]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY,
HONGKONG.
25]

Intimations.

SALES
ACCELERATED by Competition and POPULARITY,
DAILY INCREASING
ON ACCOUNT OF
UNIFORM QUALITY,
AND
PERMANENCY
OF RESULTS.

TERMS FROM
Watkins, Limited,
Sole Consignees,
SCHLITZ BEER. [16

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [18

ENGLISH ALES.

IND COOPES per Cask of 8 doz. Pts. $15
BASS Do. $17

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 6th December, 1899. [20

Telephone 75.

VICHY WATER.
CÉLESTINS.

JUST LANDED.

A FRESH SUPPLY OF
THIS WELL KNOWN AND EXCELLENT WATER.

Per Dozen bottles$6

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.
Hongkong, 3rd January, 1900. [15

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & Co.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [19

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that SCOTT & BOWNE, LIMITED, London, by their Attorney ROBERT W. BORTHWICK have on the Third Day of November, 1899, applied for the Registration, in Hongkong, in the Register of TRADE MARKS of the following TRADE MARKS,

1.—The Facsimile of a Fisherman, in a standing attitude, carrying a Cod Fish over his back.

2.—The Letters P.P.P. in a Diamond, surrounded by the words SCOTT & BOWNE, LIMITED, and on the outside the words, PERFECT, PERMANENT, PALATABLE;

in the name of SCOTT & BOWNE, LIMITED, Manufacturing Chemists Nos. 95, 96, 97 and 98 Great Saffron Hill, London, England.

Who claim to be the sole Proprietors thereof.

The TRADE MARKS have been used by SCOTT & BOWNE since 1876.

The TRADE MARKS are intended to be used by the applicants forthwith, in respect of the following.—

A Chemical Substance prepared for use in Medicine and Pharmacy to wit,

Scott's Emulsion of Pure Cod Liver Oil with the Hypophosphites of Lime and Soda, in Class Three.

A Facsimile of the TRADE MARKS can be seen at the office of the Colonial Secretary of Hongkong and also at the office of Messrs. SHEWAN, TOMES & Co., 9 Praya Central Hongkong.

Dated the 11th day of November, 1899.

ROBERT W. BORTHWICK,
Attorney for
SCOTT & BOWNE, LIMITED,
[410a] LONDON.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE is hereby given that the NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS will be held at the OFFICE of the General Managers, No. 5, Queen's Road Central, on MONDAY, the 15th January, 1900, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 15th January, 1900, both days inclusive.

MEYER & CO.,
General Managers.
Hongkong, 30th December, 1899. [1622a

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment and Agency Co., Limited,
General Agents for
The West Point Building Co., Limited.
Hongkong, 3rd January, 1900. [15b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 3rd January, 1900. [14b

To-day's Advertisements.

A. S. WATSON & Co., LIMITED,
WINE AND SPIRIT MERCHANTS.

RAINIER BEER.
PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:—

Per Case of 6 dozen PINTS $13.50 net.
" 4 " QUARTS $13.50 net.

Sole Agent for Hongkong and South China:

A. S. WATSON & Co., LIMITED.

50] Established A.D. 1841.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY, the 22nd January, 1900, at 3 P.M., at their Sales Rooms, Ice House Street.
THE VALUABLE PROPERTY KNOWN AS
"DUNNOTTAR,"
on Rural Building Lot No. 20, The Peak.
For futher Particulars, apply to
Messrs. LINSTEAD & DAVIS,
and/or
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th January, 1900. [57b

GOVERNMENT NOTIFICATION.

IT is hereby notified that the Hongkong Volunteers will fire from 2·5" R.M.L. and Machine Guns from the road below North Point Battery, in a Northerly direction, over a sea range, from 10 a.m. to 3 p.m. on WEDNESDAY, the 31st January, 1900.
All ships, junks and other vessels are cautioned to keep clear of the range.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 11th January, 1900. [56b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 16th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th January, 1900. [55b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILOONG,"
Captain Gibson, will be despatched for the above Ports, on WEDNESDAY, the 17th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 13th January, 1900. [58b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship
"KANSU,"
Captain Somerville, will be despatched as above on THURSDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th January, 1899. [1598a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KARRACHI, BOMBAY, PENANG AND SINGAPORE.

THE Steamship
"TRIESTE,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
This vessel brings Cargo:—
From Trieste, *ex* S.S. *Imperator* transhipped at Bombay.
From Venice, *ex* S.S. *Carlotta* & *Massimiliano* transhipped at Trieste.
Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 19th instant, or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 13th January, 1900. [35b

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

	Per doz. Case.
B.—VINTAGE, superior quality. Red Capsule	$14.40
C.—FINE OLD VINTAGE, superior quality. Black Seal Capsule	16.20
D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule *(Old Bottled)*	20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

BIRTH.

At Shanghai, on the 9th January, the wife of R. H. ELIAS, of a son.

MARRIAGE.

On the 2nd of January, at St. John's Church, Hankow, by the Rev. L. H. Roots, B.A., WALTER CARTER, of Highgate, London, to MARIE HELENE, youngest daughter of W. C. Howard, I. M. Customs, Hankow.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 13, 1900.

REUTER'S TELEGRAMS.

The War.

The Loss of the Suffolks.

LONDON, January 11th.

It is officially notified that Col. Watson marched the Suffolks in close column to the top of a hill at midnight and was addressing the assembled Officers at daybreak, when the enemy volleyed at thirty paces; the Suffolks scarcely fired a shot. Other details previously given are confirmed.

Natal.

News from Frere Camp on Monday states that an irregular cannonade from the Boer positions round Ladysmith commenced in the morning and continued.

General Lord Methuen.

It is stated that General Methuen's health has completely broken down.

Boer Account of Losses at Ladysmith.

A Transvaal telegram states that their loss at the attack on Ladysmith on 6th instant were four killed and fifteen wounded. This statement is given after admiting that they endured a withering fire from six masked batteries and were defeated at all points.

Natives assert that the loss of one Commando only was 150 killed and that waggon loads of wounded were removed.

The heaviest loss is reported among the Free Staters who were forced by the Transvaalers into the most dangerous places.

LATER.

PARLIAMENT.

Parliament will meet on 30th instant.

CONTRABAND OF WAR.

The Government has decided that foodstuffs in neutral vessels destined for neutral ports are not liable to seizure as contraband of war unless there is reason to believe they are intended for the enemy's troops.

WILLIAM MACLEOD, D.D.S.

Dentist.

2nd Floor Thomas Grill Room.

Hongkong, 14th December, 1899. [1549a

WEATHER REPORT.

The Observatory report says:—

On the 13th at 11.55 a.m. barometric changes are slight. A shallow area of low pressure has probably passed from the continent into the Sea of Japan. Pressure is highest over China. Gradients slight with moderate monsoon on the coast and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fine.

LOCAL AND GENERAL.

THE Penang Turf Club are asking for plans for the erection of a new Grand Stand and other buildings.

WE would call the attention of our readers to the lecture to be delivered by Mr. Drummond, on Monday next, full particulars of which will be found in our advertising columns.

A BRANCH office of the Russo-Chinese Bank has been established at Chang Hsien Tien for the convenience of the Belgian Syndicate, which draws all its expenses through this Bank.

THE epidemic of jaundice which has prevailed this year, says our Tientsin contemporary, seems unfortunately to be still creating gaps in our social circle, almost every case of chill developing symptoms of the unpleasant complaint in due course.

THE *Kwo-men-pao* states that Viceroy Tan's recall is not entirely due to the French trouble, but is partly due to a strong British representation about the piracy which he has permitted and an insulting rejoinder which he made to official representation thereon.

"IT is a little awkward," says the *Singapore Free Press* of 4th inst., "that Capt. G. J. S. Warrander should have left by the mail for Hongkong only a few hours before our special telegram was received announcing that his ship, the *Barfleur*, had been suddenly ordered South." Singapore has evidently been hatching a war scare.

A *Kuo-wen-pao* correspondent states that an anti-Christian movement has commenced in the An-yang district of Chang-te prefecture in Honan. A society has been organized by the banditti of some 30 villages expressly for the purpose of opposing Christianity. Information has been sent to the Governor by the local authorities asking for troops to preserve order.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel, this evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

March.....“Hearts of Oak”.....Binding.
Valse.....“Rachtfather”.....Lincke.
Selection.....“Case Roisette”.....Tochaikowsky.
Gavotte.....“Alexina”.....Asch.
Song.“Venetian Serenade (At thy Window)” Morelli.
Polka.....“Izetta”.....Jones.
“God save the Queen.”

FAR up in the mountains of Ceylon there is a spider that spins a web like bright yellowish silk, the central net of which is 5 feet in diameter, while the supporting lines, or guys, as they are called, measure sometimes 10 or 12 feet, and riding quickly in the early morning, you may dash right into it, the stout threads twining round your face like a lace veil, while, as the creature who has woven it takes up his position in the middle, he generally catches you right in the nose, and, though he seldom bites or stings, the contact of his large body and long legs is anything but pleasant. If you forget yourself and try to catch him, bite he will, and, though not venomous, his jaws are as powerful as a bird's beak, and you are not likely to forget the encounter. The bodies of these spiders are very handsomely decorated, being bright gold or scarlet underneath, while the upper part is covered with the most delicate slate-coloured fur. So strong are the webs that birds the size of larks are frequently caught therein, and even the small but powerful scaly lizard falls a victim. A writer says that he has often sat and watched the yellow monster—measuring, when waiting for his prey, with legs stretched out, fully six inches—striding across the middle of the net, and noted the rapid manner in which he winds his stout threads round the unfortunate captive. He usually throws the coils about the head until the wretched victim is first blinded, and then choked. In many unfrequented dark nooks of the jungle you come across the most perfect skeletons of small birds caught in these terrible snares.

FOOTBALL COMMENTS.

The Protest of the 25 Co. Royal Artillery against their Cup Tie with the Club has been overruled in its entirety by the Shield Committee. There were 6 or 7 grounds set out in the protest but there was really only one which, if substantiated, would have justified the Committee in ordering the match to be replayed, viz, the one which was based on the ground that MacMurray had been wrongfully ordered off the field. As a matter of fact the grounds on which competition matches can be ordered to be replayed are rather limited in number. The chief ones are in the first place the size or state of the ground and the fact of the match being commenced after the time limited by the rules for the kick off. In all there cases it is, of course, essential that a protest be entered before the match. The other grounds are a goal being wrongfully allowed or disallowed by the referee, the weather or darkness interfering with the proper playing of the match, and the crowd interfering with the play, and the playing of an unqualified person. These are almost the only grounds for ordering a match to be replayed. A wrongful decision of the referee in respect of a foul or off-side or anything of a like nature is one of those things which is to be regretted but must be put up with. The probability is that it does not influence the result of the match in any way, with the exception above alluded to and also of an objection in respect of the time the match commenced. All the grounds in the Gunners' protest were founded on wrongful decisions, or alleged wrongful decisions of the referee. In all the cases the Committee rightly decided that they could not go behind the referee's decision.

In the case of McMurray being ordered off the field, if, as a matter of fact, it had appeared that he was wrongly sent off, the Committee would have been justified, if they thought fit, in ordering the match to be replayed. It appeared, however, from the referee's evidence that McMurray deliberately charged into him remarking at the time "There take that" and, when asked for an explanation, consigned the referee to the infernal regions. This being so there was no question that the referee was fully justified in ordering him off. That the Committee, which was at its full strength, was quite right in overruling the protest there is no doubt and we have equally little doubt that the Gunners themselves, although burning with indignation against the referee, will be the first to acknowledge it.

It has, however, had the beneficial effect of causing the Committee to select a list of approved referees which is undoubtedly a step in the right direction.

SOUTH AFRICAN WAR.

"SAILORS AND SOLDIERS FAMILIES' FUND."

The Undersigned begs to acknowledge with thanks receipt of the following subscriptions to the above Fund.

T. JACKSON,
Hon. Treasurer.

Further subscriptions will be thankfully received.

Already acknowledged	$78,155.70
Rough Rider	150
Collected by Victoria Recreation Club	101
Steamer *Thales*	100
R.A.O.B. "Lion & Rose" Lodge	100
Masonic Lodge Naval & Military	76
Anonymous	45
Hongkong Observatory	35
Dr. J. F. McPhun, Swatow	25
H. U. Jeffries	25
Anonymous	25
do	20
Tan Kim-Cheong	20
Rev. M. C. Mackenzie	20
George Ede	10
Modder River	10
Rev. D. MacIver	10
Exhibition on Chinese Recreation Ground Cheung Pak Kui	7.15
Miss Balmer	5
Miss Laidler	5
"Buttonhole"	5
H. E. Moon	5
Angus McVicri	5
A. I.	5
H.M.S. *Whiting* (Further subscription)	4.85
Further Foochow Subscriptions:—	
A. W. V. Gibb	100
G. M. H. Playfair (Supplementary)	50.50
W. P. Galton do	50
F. J. Rentzsch do	50
W. Lay do	50
H. Schlee	50
T. Rennie	50
C. A. Pennington	50
Thos. Gittins	50
C. B. Rickett	50
J. Macgregor	30
J. G. Joy	25
H. Warren	25
"Sharp Peak"	10
—Silver, I. M. Customs	5
—Wood, do	5
—Doodha, do	5
—Shirazjee, do	5
Total	$79,630.20

HONGKONG SHARE MARKET.

HONGKONG, Friday, January 12th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—

Transactions during the week have been few and unimportant and with the exception of an improvement in Hongkong and Shanghai Banks, Hongkong and Whampoa Docks, and China Providents, prices show but the slightest movement either way. The China Provident Loan and Mortgage Company, Limited, has advertised its Third Ordinary Meeting for to-morrow, the 13th instant. The Report states that the gross earnings for the past year amount to $62,043.82, and after deducting all expenses there remains a balance of $46,225.23, from which it is proposed to transfer $6,000 to Reserve Fund, pay a dividend of 8 per cent., absorbing $40,000, and carry forward $225.23 to the credit of next year's account. Banks.—Hongkong and Shanghai Banks have been sold at rates between 345 and 350 per cent. premium, but are again easier with sellers at 347 per cent. The London quotation of £61 10/- is unchanged. Nationals are quiet and obtainable at $27. Marine Insurances.—Yangtszes have been placed at $112 and are wanted. Fire Insurances.—Hongkong Fires have been done at $327½ and $330. China Fires are steady at $88. Shipping.—Hongkong, Canton and Macao Steamboats have been sold at $31. Indo Chinas and enquired for at $86. Star Ferries have been booked at $201. Douglas shares have been sold at $51. Refineries.—China Sugars are quiet with sellers at $120. Mining.—Punjoms have been done at $6¾. Charbonnages are firm with buyers at $350. Queen Mines have been bought at 30 cents. Telebus have been negotiated at $12½ and $12¾. Raubs have changed hands at $61 and close in demand at $61½. Olivers 'B' have been placed at $5¾ and 56. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have advanced to 540 per cent. premium, sales. Kowloon Wharf shares have been sold at $88. Whanchai Warhouses are in request at $45. The Company has declared a final dividend of 4 per cent.=$1.50 per share, making 8 per cent. or $3.00 for the year 1899. Lands, Hotels and Buildings.—Hongkong Lands have been dealt in extensively at rates between $120 and $118, closing steady at the latter figure. The Directors have decided, subject to audit, to pay a final dividend of 7 per cent., making a total of 12 per cent. for 1899, place $250,000 to Equalization of Dividend Fund, and carry forward $2,352.04 to a new profit and loss account. West Points have been placed at $41 and are obtainable. Hongkong Hotels have been fixed at $126 and $125. China Providents have advanced to $10 and $10.15 sales. Cotton Mills.—We have heard of no business in stocks under this heading. Miscellaneous.—Green Island Cements after sales at $30 are quiet. China Borneos have been booked at $15. Watkins have changed hands at $10½. Electrics have been taken off the market at $10. Ropes have found buyers at $225. Fenwicks are steady with sales at $50. Ices have been negotiated at $134. Dairy Farms have been done to a fair extent at $6.

CANTON NOTES.

(From the *Tsun Wan Yat Po.*)

A MAN LING CHEED.

A petition, containing the following case, sent by Viceroy Tan, late of Kwangtung and Kwangsi, is reported in the *Peking News*. A blind man named Chung Hing-fuk, having some money, used to lend it out and take articles of clothing in pawn. A barber named Lum Ah Ng one day last year brought the money he owed the blind man and was asked to shave him. While doing so, some more people came in and gave the man's wife money and took away their clothing. The barber saw that the box from which the money was taken contained some more, and thinking that he was pretty free from observation made a rush with an axe at Chung's wife, who tried to defend herself with her left arm, but was eventually killed by a violent blow on the head. Her son, seeing his mother murdered, tried to escape by a side door but was caught and also slain. The blind man, hearing a noise, picked up a wood chopper and went in the direction of the noise. The villain thereupon snatched the chopper out of his hand and killed him. After taking $15 and his own jacket he locked up the doors of the house and went away. In his hurry, however, he had forgotten his cloth wrapper and hat, which he had brought with him and which had his name marked on them.

A few days afterwards the daughter of the woman came to see her mother and finding all the doors locked looked through the keyhole and saw blood on the floor. She called for the assistance of the neighbours and an entrance was effected through the roof, when the murderer's hat and wrapper were found. The matter was reported to the Mandarin of the Tung On district.

The barber, who said that he was followed by devils, came and confessed to the crime, and after being examined by several mandarins, (lastly by the Viceroy) was, according to the Chinese law "If a man kill or murder three men, whose lives ought not to be taken, the murderer shall be *ling cheed*, his head cut off, and stuck up as a public warning, and his property handed to the dead men's families" was sentenced to undergo the above punishment.

The petition reporting the case to the Emperor said "We have executed and *Ling Cheed* him on the execution ground and the case has already been sent to different mandarins in different provinces to enter into their books. We beg Your Majesty the Emperor and Her Majesty the Empress Dowager to see if this is right and to instruct us."

A RUSSIAN SPY.

Caesar Laba, a Russian sailor belonging to the transport *Vladimir*, now at anchor in the roads, says the *Singapore Free Press* of 4th instant, was found trespassing yesterday morning, on the fortifications at Mount Palmer, by Bombardier Moore of the R.A. The Russian was arrested, and afterwards fined $30.

THE R. C. MISSION IN BORNEO.

At the autumn meeting of the St. Joseph's Society, Mill Hill, held in London on the 8th November, the following extract was read from the report of the Prefect Apostolic to the Society of the Propagation of the Faith:—Sarawak, September 13th, 1899. During the past year the progress of our mission has been much retarded by the long continued sickness of our workers, both priests and nuns. One of the latter, Sister Leo, of the Convent at Sandakan was taken to her reward in the early part of the year. One of the latest missionaries to arrive from Europe has been obliged to retire permanently from the mission through ill health, and four others of our missionaries have been absent a considerable time from their stations, owing to sickness, all this sickness has been likewise a heavy drain on the limited resources of the mission. During the year ending June 30th, 1899, the number of baptisms has been 126 adults and 100 infants. The number of catechumens is 158, and the total number of Catholics is 1,590. There are 12 schools in the mission, with a total of 144 boys and 91 girls. At Sandakan, the capital of British North Borneo, there has been a considerable increase in the number of Christians from the Philippine Islands, owing to the war. The missionary in charge of this station says the number of Catholics cannot at present be determined; they are constantly going and coming, owing to the war and the unsettled state of the Philippine Islands. At one time we had as many as 400 or 450 Filipinos, all Catholics, and consequently requiring the care and help of the mission. In January we had the refugees from Balabac, consisting of the priest of the mission there and two widowed ladies, the wives of the murdered Governor and Secretary with four small children. They arrived at the mission in a most pitiable condition covered with rags, which they had been unable to change during a two months' cruel imprisonment. In February again we had to harbour the refugees from Calamianis Island, and a little later 22 Spanish priests and lay brothers, all Jesuits. It has been necessary for the Father in charge here to acquire the Spanish language in order to be able to attend to the spiritual wants of these poor refugees. All this has multiplied the work very much for the only priest in charge, so that an assistant priest is absolutely necessary. In January last was opened the first Convent of nuns among the Dusuns of the western coast of North Borneo, at the mission of Papar. The mission of Papar has much to suffer from the evil influence of Mahomedanism, especially among the women, and it is hoped and expected that our nuns will be able to combat this evil influence even more effectually than the Fathers can do. Two schools have already been opened in two villages of the Putatan River, and a catechist is now at work in Papar and another at Putatan. These are the first catechists to be employed in our missions among the tribes of the interior.

AMERICAN PRISONERS FREE.

MANILA, January 6th.

Telegrahic news was received at Government Headquarters yesterday that all of the Americans who have been held prisoners in the hands of the insurgents in Northern Luzon have been liberated, and are now in American hands. The telegram states that Colonels Hare and Howze have come in after a tour in the surrounding country, bringing with them all of the American prisoners, but no further details are obtainable. A short time ago a telegram was received to the effect that the Americans had been liberated according to information from reliable sources which was not authenticated, but generally believed to be true, and now this later message removes all cause for speculation.

The news is welcome to all and is hailed everywhere with delight. Just how many prisoners the Filipinos held is not accurately known, though of course the authorities have record of all. The most important among them, however, and those whose cases have aroused the greatest interest are Lieutenant Gilmore, of the navy, and his party, who were captured whilst reconnoitring up the Baler River when the effort was made to relieve the heroic little Spanish garrison. Gilmore's party was ambushed and some killed before surrender was made, and since then they have been carried from point to point in the North and subjected to much hardship and suffering. From time to time news has reached us of their whereabouts and treatment from Spaniards who had seen them in captivity, and writings left behind by the prisoners on their prison walls have supplied some information.

In proportion to other wars the number of those lost by capture on our side has been decidedly small, and with the exception of a few cases, such as Gilmore and Wood's parties, practically unnecesary. Generally they have been men who have neglected orders and wandered too far from camp, and few have been taken in action.

How they have obtained their freedom is not known. Possibly Hare and Howse forced it; possibly the hard pressed enemy saw the futility of holding them longer, but later details may explain this.

There are probably a few more on the south lines, but not many, and the question now before us is, what about the remaining Spanish prisoners?—*Times.*

THE OF'CER.

I am one of the Rank an' File—A Unit—nothin' more,
Something be'ind a rifle, jest a machine of war,
Fightin' mainly with my 'ands, an' takin' small count of my 'ed,
Ready to march to the "mouth of 'Ell," long as I'm properly led.

But an Of'cer's more'n a number. 'E goes by a bloomin' name,
'E costs a pretty penny, an' its serious w'en 'e goes lame.
Each of our friends would miss us if either were laid on 'is shelf,
But 'is value is to 'is Comp'ny, wile mine is jest to Myself.

Now an O'fcer's mostly Daisy. 'E don't give a darn for 'is life,
'E puts what 'e thinks is 'is dooty in front of 'is sweetheart or wife.
'E thirsts for the honour an' glory of the Lady oo's surname is Guelph,
But this is the one fault about 'im. 'E forgets to look after *'imself*.

'E likes to stand up an' be shot at. 'E likes to get up on a 'ill,
An', facin' the 'ail of the bullets, shows the world 'ow to swallow a pill.
An' 'e says "Oo was that spoke of *cover?* What beggar was that 'oo said *kneel?*
D'you want me to crawl on my tummy? D'you think I'm a Boer or a heel?"

An' so when the day's fightin's over, an' we've taken or muddled our chance,
We look for an of'cer to lead us, an'—we find we're in charge of a Lance.
An' why? Jest because of *Example* and what's called the *Morale* of our corps.
Each Officer's stood up an' acted the Rifle-Range-Butt to the Boer.

E's a beauty, an' 'ang it, we love 'im; 'E's a gentleman, lyin' there cold,
With a reckless smile on 'is feaders that tells just what I've told.
You *couldn't* say 'ard things about 'im, but it adds to the burden we bear.
To think 'e might still 'ave been living' if 'e'd took jest a trifle more care.

JOSS CHINCHINJOSS,—in *S. F. Press.*

WAR NOTES.

THE BOER CREUSOT GUNS.

The Boer artillery at Ladysmith, according to the Paris correspondent of the *Daily Mail*, consists largely of guns manufactured at Le Creusot, and known as French Krupp guns. The Transvaal and Orange Free State Governments placed a very large order some time ago with the Creusot people, and, although a certain number of guns and ammunition were delivered, the correspondent has reason to believe, on the best possible authority, that the suddenness with which war broke out has prevented the delivery of an even larger quantity.

The Creusot guns which the Boers actually have in use are of two descriptions—75 millimetres, or 3-inch land-service, quick-firing guns, and 155 millimetres, or 6 1-5-inch siege and garrison guns. The Boer guns have been mounted on light carriages, and have been specially adapted in every way for use in the Transvaal, great care having been taken to avoid trouble from the mud, which, in the opinion of the military authorities, may prove a disadvantage to the British artillery when the rains begin.

The correspondent is also informed that the Boers have immense stores of ammunition out of all proportion to the number of guns they possess, and that they have had about two months' firing practice under competent agents of the Creusot firm, so that, although by no means expert artillerymen, they are not altogether novices.

The *Gaulois* says that the chief gunner of the Boers is a Franchman named Fleeche, a foreman of the Creusot Works. He went out to the Transvaal to superintend the mounting of the new French guns, and was induced to enter the service of the Boers. He is a most remarkable shot.

* * *

It would certainly be desirable to have an explanation of the very remarkable seizure which the Customs officials have made at Port Elizabeth. It consisted of a bale of new flags consigned to the Free State, and composed of the Free State colours with the Netherlands flag in the corner. It is obvious that either the consignee or the consignor, or both, of these flags believed in the existence of a Pan-Dutch movement in South Africa, for it is only for something of that kind that such flags could possibly be intended. It would be curious to ascertain what were the facts upon which their belief was founded.

A European coalition against England, as Lord Salisbury pointed out, is not a likely contingency, but the possibility has produced a good deal of hypothetical discussion, especially in America. The New York "Press" gives voice to the feelings with which America would regard such a coalition, and a good point is made. Putting aside sentimental considerations, "The United States would be compelled to go to war to prevent such injury to Great Britain," because the British market could never be replaced in the capitals of the victors. Such utterances from America are no doubt part of the cause of the raving jealously which at present maddens a portion of the foreign press, and their jealousy is a compliment.

* * *

It is so long since England has received praise from any portion of the Continental Press, that we cannot forbear to quote the following from the Athenian *Neologos* which seems to show that the country really has a few friends left still: "The fate of mankind depends on the international position of England, and a mere obscuring of the British sun would be the worst calamity of the century. England's preponderance is an indispensable element of civilisation."

* * *

The special war correspondent of the *Manchester Courier*, describing the Modder River battle, says:—While the Argylls were pushing across the river, they were fired on from a house, and several fell, on which a dozen of the Highlanders stormed the house, and though the enemy hoisted the white flag no quarter was given. They were all shot. The enemy had acted most unscrupulously, shelling our field hospital, so that some of our wounded were killed, and repeatedly firing on our stretcher parties.

* * *

Under the heading "Significant," the *Natal Mercury* just to hand contains the following:—"In connection with the rumour of late regarding the important contemplated changes at Delagoa Bay, in which England would be closely concerned, it is interesting to note that the Governor-General of Mozambique is leaving for Lisbon by the next German steamer, that the Governor of Lorenco Marques is going before the end of the year, that the Controller of Customs has handed in his resignation, and that the Director of the Delagoa Railway retires at the end of the year.

* * *

Look out for the seven plagues of Egypt! There is a veil of death over old England, and all the blood of Ireland, which has cried for vengeance so long, is perhaps upon the point of being heard. This is a solemn hour for England, whose defeat is desired by the whole universe.—*La France*, Bordeaux.

* * *

The British supremacy in Africa and in the world is a thing of the past. The Dutch will seize South Africa, the Germans Central Africa, the French Egypt, the Russians India, while the remaining British Colonies will become independent States, and within a very short time England will be a third-class Power.—*Tagblatt*, Vienna.

* * *

"I will tell you what would break up the Empire," says Mr. W. H. Fitchett, author of "Deeds that Won the Empire," in an illustrated interview which appears in the *Young Man*, for December, "what would cost England the faith and affection of her children across the seas—that is, if England loses her sense of her place in the world. England is as much a nation called to a special providential task as the Jews were, and that task is to carry out Christian ideals of freedom and civilisation in non-Christian lands. Why has God given to England nearly all the waste places of the earth, unless she is to fill them? And we in the Colonies think that England would be abandoning her providential mission if she surrendered the Imperial side of her politics. Nothing could be more fatal to the hold England has on her Colonies than the prevalence of a 'Little England' doctrine. We have no Little Englanders in Australia. So long as England has faith and pride in herself, her children across the seas will have faith and pride in her."

REPUBLICAN POLICY ANENT THE PHILIPPINES.

NEW YORK, December 10th.

The *World* to-morrow will publish an interview with Senator William P. Frye, president *pro tem* of the United States Senate. In reply to the question why it was necessary to take over the sovereignty of the whole Philippine Archipelago, he said:—

Commercially they were of the utmost importance to our country, located as they were at the very threshold of the Orient, the importation last year amounting to $1,500,000,000, with an advancing civilization which will in a few years, by increasing their necessities, double it.

Then, too, the existing conditions in the islands afforded a powerful argument in favour of our action. Aguinaldo, with his seventeen chieftains, then exiles at Singapore, went to Hongkong to sail with Admiral Dewey for Manila. He having already sailed they were taken over in one of our revenue cutters, received arms from the Admiral, raised an army, fought successfully the common enemy, were of assistance to us, and while no promises were made them, orally or in writing, they were practically our allies. Could we desert and leave them to the tender mercies of Spain? Surely no American citizen would have justified us in such action. The Republicans propose to, first, restore peace there, then give them a good government, decent wages, arouse in the people an ambition to become good citizens, supply them with modern agricultural implements, construct railroads and highways making access to the sea easy, build schoolhouses, supply teachers, educate them so as to fit them for the exercise of governmental functions, after which trust them with the control of local and municipal affairs. Possibly in time they may become fit to establish a republican, stable and strong enough government to preserve order and peace, to protect life and property, to make treaties, observe their obligations under them and compel others to do likewise.

Possibly when that time arrives, we, being the sole judges, might surrender to them the sovereignty, reserving to ourselves the naval and coaling stations necessary for our naval and merchant marine. So far as I am personally concerned, I would never surrender the sovereignty to any people within the islands or to any nation without.

As to our constitutional rights, tariffs, emigration, etc., that question is one of great importance, undoubtedly soon to be discussed in Congress and at an early date settled. Therefore I do not wish now, with only partial preparation, to deal with it. I believe, however, that Congress has full power to enact for them such laws as may seem to be wise and just; that the constitutional limitation as to the United States, so often referred to, does not apply to territories.

I am confident that in the near future three or four regiments of white men, with possibly twice as many natives will be ample to preserve the peace.

THE UNITED STATES MAY BUY WEST INDIAN ISLANDS.

WASHINGTON, December 10th.

An unofficial proposition has been made to this Government for the sale to it of islands in the West Indies owned by the Danish Government. The price asked is $3,000,000, and the administration now has under consideration the advisability of recommending an appropriation for effecting their purchase. Before taking any definite steps in the matter there is reason to believe that the President will confer with the members of the Foreign Relations Committee of the Senate, and should they approve of the plan he will probably direct that the purchase be made.

The proposition submitted to the Secretary of State has not come direct from the Danish Government. A corporation has secured an option on the islands, and its representative has indicated to the department that it is willing to dispose of the territory for the price stated above. These islands were the subject of discussion in the Senate just before the war with Spain, when Senator Lodge of Massachusetts introduced a resolution for the purchase of the islands. The price then suggested was $5,000,000. The object of acquiring the islands at that time was in order to provide this Government with coaling stations for war purposes as well as to prevent their sale to any European Government. No action, however, was taken.

Denmark is still anxious to dispose of the islands, but realizes that this Government would consider their transfer to any European nation as an unfriendly act and in violation of the Monroe doctrine, and therefore prefers to sell them to the United States.—*S. F. Chronicle.*

JOHN SHERMAN'S LATEST PROTEST.

PHILADELPHIA, December 11th.

In response to an invitation to attend an anti-imperialist mass-meeting to be held at the Academy of Music on the centennial anniversary of the death of Washington, December 14, the following letter has been received from ex-Secretary of State John Sherman, dated Washington, December 9th.

"I have a strong conviction that the President erred in sending soldiers to the Philippines to take possession of their country. The United States had wisely, as I think, assisted the Filipinios in driving the Spaniards out of the Philippine Islands, and should, I think, have aided them in protecting their country against all assaults. He no doubt was advised to adopt the measures taken, and all I can do is to express my regrets. Yours very truly,

JOHN SHERMAN."

THE YELLOW DANGER IN AUSTRALIA.

Business men arriving in Australia from Japanese and Chinese ports are unanimously of opinion that the progress of affairs in the Transvaal is being watched with keen interest in both the land of the Mikado and that of the Son of Heaven, each of which nourishes a grievance against the Australian Colonies, by reason of the restrictions lately imposed on Japanese and Chinese immigration, and which will probably be rendered more severe when the work of federation has become accomplished. A Tokio paper refers to the Japanese residents in the Colonies as Australian Uitlanders, and asks why, if the cry of "Australia for the Australians" be recognised, the Boers should not be allowed to claim "Dutch Africa for the Dutch?" But the Japanese and Chinese residents in Australia are not exceptionally treated. Except that, as aliens, they cannot vote at Parliamentary or occupy positions in the public service, they enjoy the full rights of citizen-ship, and, as a rule, are in no hurry to return to their native country. In fact, Australia possesses many attractions in the eyes of the yellow man. Not only is life and property more secure than in his native land, but justice is more impartially administered, and the prospects of industrial or commercial success more encouraging.

The Japanese Government professes to interdit the emigration of it subjects, but notwithstanding this, they are making their way in multitudes to Hawaii, Samoa, and other places in Polynesia, where they are rapidly displacing the Chinese populations. They have gained a strong footing in Northern Queensland, and the Torres Straits pearl fisheries are virtually in their hands. They are casting longing eyes on New Guinea, but hitherto have not been enabled to secure a position in that island, the largest and, perhaps, richest in the world. Repulsed here, they are spreading along the northern coast of Australia, where, with the Chinese and Malays, they contitute the bulk of the population. Northern Australia is practically the back-door of the island continent, and when it comes under the rule of the Australian Federal Government there will be trouble. Already the Chinese are ruled by their own laws, and brook no interference from outside. The Japanese, being less numerous, more readily obey the Colonial authorities, but continue, somehow or other, to have their own way all the same. Various estimates of the number of Asiatics in Northern Australia have been made, but they are each, more or less, mere guess work, the only fact positively asertained being that the yellow men are annually increasing in number. They have practically taken possession of a huge slice of Northern Australia, and any attempt at displacing them is certain to be resented by the Japanese Government, if not also by that of China. The Japanese Gvoernment has already recognised the difficulties and dangers of the position, and has evinced a desire to assist in minimising them, but since the war with China a bellicose spirit has become manifest among the Japanese people, making them eager to resent the least affront' real or imaginary.

The other day the directors of one of the Japanese mail steamship lines were compelled to give notice of their intention to dispense with the services of Japanese on board their vessels, because of their insubordinate demeanour to their Europeans officers. It is feared that the great naval review which is being organised by the Japanese Government will tend to increase the aggressive disposition of the people, and thus prepare the way for a quarrel with Australia when the opportunity arrives. Mr. J. J. Francis, Q.C., of Hongkong, who was banquetted in Sydney the other day, said that in view of possibilities in the East, Australia should direct her military energies, outside her own line of defences, to the protection of Hongkong and Singapore, which were more immediately outposts of Australia than of Great Britain. In the event of England being engaged in an European war, she would have to withdraw a portion of her fleet from Eastern waters, and the two outposts would have to depend largely on assistance from Australia. Another British resident in one of the Chinese treaty ports states that Australia should not weaken its defensive strength by sending a portion of its forces to the Transvaal, unless such assistance was sought by the Imperial Government, but rather seek to remedy the defensive weakness of the northern coasts, where it would be impossible, in the event of war with an Asiatic Power, to prevent the landing of a hostile force, which could secure possession of the country, without the risk of being dislodged.—*Advocate of India.*

PHILIPPINE HEMP PORTS TO BE OPENED.

NEW YORK, December 9th.

A special to the *Sun* from Washington says: Special instructions have been sent to General Otis to secure the opening at once of the hemp ports of the Philippines. The closing of these ports was to prevent the exportation of hemp and the payment of duty upon it to the rebel officials. The purpose of the Secretary of War is to have as many of the ports as possible opened under the protection of the American flag, and Otis has been instructed to forward troops to the important points of commerce without delay.

The hemp industry is one of the largest in the Philippines and the United States takes nearly half of the hemp exported from the islands. Since the insurrection in the Philippines the price has jumped over 14 cents a pound. It has been almost impossible to secure the exportation of hemp from the islands, and the increase in price has resulted in a corresponding increase in twine and other hemp articles. There has been a complaint, not only in the United States, but also in Europe, about the closing of the hemp ports. This led to the instructions to Otis to garrison the principal ports of exportation. There are hemp ports on nearly all the islands of the Philippines, including Panay, Mindanao, Negros and Cebu.

CANADA'S POSSIBILITIES.

THE UNLIMITED WEALTH OF THE DOMINION.

In the Christmas number of the *Windsor Magazine* Mr. Harry Furniss writes at some length on the subject of our Canadian Empire. With regard to the commercial possibilities of the country he says: "The maritime provinces of Nova Scotia, New Brunswick, and Prince Edward's Island are rich in fertile soil, with large areas of valuable timber. They have great deposits of coal, iron, and other minerals; millions of tons of granite, marble, and choice building stone can be quarried from their hills; the waters which wash their shores teem with every variety of marketable fish. Quebec and Ontario have yet vaster forests of hard and soft woods. In their temperate climate all kinds of fruits, grains, and vegetables are grown in great quantities; they are rich in valuable minerals, and thousands of streams furnish abundant motive for power manufacturing industries. Fremantle West is the prairie province of Manitoba, with its illimitable expanse of rich soils, which are yielding each year many millions of bushels of wheats, oats, barley, and other grains. In the newer territories between Manitoba and British Columbia there are

MILLIONS AND MORE MILLIONS

of acres of the finest wheat-growing land in the world, where the quality known to American and English millers as "Manitoba No. 1 hard," which is superior to the wheat of all other countries for breadmaking purposes, can be grown in unlimited quantities. In these regions, too, are fine grazing lands, where great herds of cattle can be raised and fattened at little expense. British Columbia has most of the resources of the other provinces, and some peculiarly her own. Her coal mines furnish the only high grade coal found on the Pacific Coast. Her river sands yield rich returns of gold, and in the newly developed Kootenay district, in the southern part of the province, some of the richest gold and silver deposits ever worked in America have been discovered. Gigantic pines, firs, and other trees cover the greater part of the province, and furnish an inexhaustible supply of lumber for export. The salmon fisheries are a never-failing source of profit, in which large numbers of men are employed. This is but a mere hint at the immense resources, or, in other words, opportunities for the production of wealth of the Dominion of Canada."

BRITISH HEROISM AT GRASPAN.

ENSLIN, 26 Nov. (via Orange River, 27 Nov.)

No man who was privileged to witness yesterday's fine fight at Graspan will ever forget the superb behaviour of our men of all arms. Reflection does not diminish the feeling of warm admiration, but rather strengthens it. After the engagement I rode over the battlefield, and saw many things gruesome and pathetic.

SEVERE WOUNDS.

Our men were for the most part hit in the abdomen and legs, the Boers following their customary plan of firing low. Several were wounded in the head and a few in the back, the latter being accounted for by the severe cross fire to which our fellows were at one period of the action exposed.

In the majority of cases the hemorrhage from the wounds was severe. Many Grenadiers to whom I talked on this matter assured me that the Boers used explosive bullets—they could not otherwise account for the big, jagged wounds.

However that may be, it is pretty certain that the enemy either have Dum-dum bullets or something very similar.

SIDE BY SIDE.

As I passed over the wide field of combat I found in a lonely bit of veldt the body of a stalwart young private of the Scots Guards. The soldier lay on his side still clutching his rifle.

Not far off was a Boer with a pallid face, a grotesque smile over his fine teeth and eye, glazed in deaths, a type of scores of dead enemies reverently interred on the field by our burial parties.

Many were the instances of individual gallantry and patient endurance of suffering which the special correspondent noted during and immediately after the battle on the part of both officers and men.

AMONG THE WOUNDED.

Sergt. Holmes and Ptes. Longdon and Williams, of the Northampton Regiment, deserve conspicuous mention, even on a day which produced heroes by the score. They were told off to look after the wounded, and throughout the fierce hail of bullets from the Boer marksmen hidden on the two biggest kopjes, they did their work as coolly as though at a St. John Ambulance class.

One of the men of their regiment to whom they ministered had been struck three times in the back, but did not seem to be mortally hurt, and numerous miraculous escapes of the same kind have been reported to me.

A Northampton man said to me that "the Boers were as thick as hornets." A Guardsman remarked, "Omdurman was child's play to this." He had helped to storm the big kopjes.

I saw the Guardsmen perform that particular bit of work with the Northampton men. They charged over natural breastworks of formidable boulders on the Boer flank in a manner which it is doubtful if any other troops in the world could have equalled.

Both the Scots and Grenadiers distinguished themselves here as elsewhere, but all the troops did splendidly. An officer tells me that he counted twenty dead Boers on the top of one kopje. All of them had been killed by the fire of our artillery.—*Central News.*

GERMAN NAVAL CONSTRUCTION.

BERLIN, December 9th.

The first annual meeting of the Society of Naval Architecture, which was organized in May and already has 600 members, took place during the week. It was attended by Lieutenant-Commander W. H. Beehler, the United States naval attache, who joined the society as an American expert. He expressed the opinion that the German department of naval construction is now superior to the naval schools at Glasgow and Paris and advises the United States Government to send our naval constructors here rather than to Great Britain and France. When the naval architects visited the factory of the Allgemeine Electricititaets Gesellschaft, seven acres under one roof, they were amazed at the great amount of American machinery and tools for the more precise work.

The same authority assured the correspondent that the new German battleships of the type of the *Kaiser Friedrich III* are better protected and have more effective batteries and higher speed than any other battleships in existence. Five of these have either been built or have been in course of construction during the last six months.—*S. F. Call.*

BURNED IN OPEN COURT.

NEW YORK, December 9th.

The olden days of trial by ordeal were dramatically recalled in the Queen's County Court to-day in the trial of the damage suit of Winifred Caton against the New York and Queen's County Electric Railway Company. Miss Caton allowed herself to be seared with a hot iron in open court before the jury and a great throng of spectators to prove that the accident for which she demanded damages had robbed her of all sense of feeling. She smiled when the red-hot iron seared a great patch on her hand, but her dramatic performance did not make much of an impression on the stolid jury, for she was only given $1,617 damages, whereas her prayer was for $35,000.

The girl was in an accident on the line in August last and was badly crippled. It was contended in her behalf that, in addition to being maimed, her nerve centres were completely paralyzed. The principal fight hinged around the latter proposition, and it seemed quite well established. Her attorneys claimed that she had completely lost the sense of feeling and taste, and it was to prove what they said that the unusual tests were resorted to. In addition to the application of the red-hot iron to her hands she was given excessive shocks of electricity that seemed to have no visible effect. She was also shown to be unable to distinguish the difference in taste of salt, pepper and sugar. Miss Caton may ask the Supreme Court to increase the amount given her by the County Court. Medical experts say that the case is almost without a parallel. They have submitted the strange girl to all manner of tests, but she is seemingly insensible to pain.—*S. F. Call.*

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.159
Thermometer	59.7
Humidity	74
Rainfall	1.545

TO-DAY.

WEATHER REPORT

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.21	30.12
Temperature	60	61
Humidity	54	59
Rainfall	--	--

TO-DAY.

Saturday, 13th January, 1900.

Chinese—*13th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* *6hr. 42min.*
Sets *5hr. 32min.*
Moon—*Max. Dec. N. 3hr. a.m.*
High water—*Morning* *8hr. 56min.*
Afternoon *7hr. 0min.*
Low water—*Morning* *1hr. 58min.*
Afternoon *0hr. 5min.*

ANNIVERSARIES.

1846—Ki-ying, Viceroy of Kwang-tung and Kwang-si issued a proclamation intimating the intention of opening up Canton according to the Treaties.
1849—Battle of Chillianwallah.
1857—The s.s. *Thistle* captured by Chinese soldiers disguised as passengers; 11 Europeans and several Chinese murdered and the vessel burnt.
1898—Lord Charles Beresford elected M.P. for York.

TO-MORROW.

Sunday, 14th January, 1900.

Chinese—*14th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* *6hr. 45min.*
Set *5hr. 33min.*
High water—*Morning* *9hr. 38min.*
Afternoon *7hr. 54min.*
Low water—*Morning* *2hr. 38min.*
Afternoon *0hr. 58min.*

ANNIVERSARIES.

1871—Secretary of American Legation murdered at Tokio.
1872—Sailor's Home Church, West Point, opened.
1892—Duke of Clarence died.
1893—Queen of Hawaii deposed.
1896—Armed gang robbery at Quarry Bay. Attack on Presbyterian Mission at Chining.

AGENDA.

TO-DAY.

Cargo ex *Glengarry* subject to rent.
Cargo ex *Valetta* subject to rent.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass *(Chin.)*, 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

N. Y. K. steamer *Inaba Maru* leaves for Europe.

MONDAY, 15th.

1 p.m.—M. & M. steamer *Ernest Simons*, with mails, leaves for Europe.
3 p.m.—Ninth Ordinary Meeting of the Wanchai Warehouse and Storage Co. Ltd. at No. 5 Queen's Road, Central.
4 p.m.—N. Y. K. steamer *Kinshiu Maru* leaves for Victoria B.C. and Seattle.
4 p.m.—U. S. & C. J. steamer *Indravelli* leaves for New York.
5.15 p.m.—Lecture by Mr. W. V. Drummond on "National Trouble" at St. Andrew's Hall.
N. L. H. A. steamer *Sarnia* leaves for Havre and Hamburg.
Cargo ex *Birchtor* subject to rent.
(About)—C. & O. steamer *Strathgyle* for San Diego.

TUESDAY, 16th.

8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge.

WEDNESDAY, 17th.

C. P. R. steamer *Empress of China* leaves for Victoria B.C.
C. N. steamer *Taiyuan* leaves for Manila, Sydney and Melbourne.
C. N. steamer *Kansu* leaves for Samarang, &c.
(About)—"Shell" steamer *Trocas* leaves for Genoa and Marseilles.

THURSDAY, 18th.

Indo-China steamer *Taisang* leaves for Singapore, Penang and Calcutta.

FRIDAY, 19th.

Cargo ex *Sachsen* subject to rent.
Cargo ex *Ceptic* subject to rent.

SATURDAY, 20th.

Daylight—O. & O. steamer *Coptic* leaves for San Francisco.
N. P. R. steamer *Breconshire* for Victoria B.C. and Tacoma.
Noon.—P. & O. steamer *Massilia*, leaves, with mails, for London. Entries for the Hongkong Spring Races close.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American *(Onsang)* 15th inst.
French *(Indus)* 16th inst.
American *(America Maru)* 17th inst.
Tacoma *(Tacoma)* 18th inst.
English *(Chusan)* 19th inst.
Canadian *(Empress of India)* 22nd inst.
American *(Gaelic)* 3rd prox.

* * *

The N. G. L. steamer *Bisagno* left Singapore for this port yesterday and is due here on or about the 19th instant.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, arrived at Vancouver at 8.30 a.m. on Thursday the 11th January.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
H.I.G.M.S. Hertha	"	"	"
H.I.G.M.S. Gefion	"	"	"
H.M.S. Algerine	"	"	"
U.S.S. Monadnock	"	"	"
U.S.S. Solace	"	"	"
Kiangtung	"	"	"
Trafalgar	"	"	"
Lekin	"	"	"
Powan	"	"	"
Kinshiu Maru	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Menmuir	"	"	"
Daphne	"	"	"

PASSED THE CANAL.

Outward—12th December—*Morven, Stentor*. 15th December—*Kherson*. 19th December—*Canton, Hyson, Langbank, Acolus, Burdon, Cathay*. 22nd December—*Babelsberg, Kanagawa Maru*. 30th December—*Asturia, Benvenue, St. Jerome, Indus, Dart, Lootakkeu, Lyttrowan, Olysapo*. 2nd January—*Ceylon, Braemar, Emma Luykin, Oldenburg, Sanuki Maru, St. Andrews*. 5th January—*Laos, Nestor, Tenkai, Erzherzog, Ferdinand, Denbighshire, Ormazon*.

Homeward—2nd January—*Malacca*. 5th January—*Konig Albert*.

Shipping.

Arrivals.

TAIYUAN, British steamer, 1,459, R. Nelson, 13th Jan.,—Kobe 6th Jan., and Moji 8th, General.—Butterfield & Swire.

SARNIA, German steamer, 1,600, H. Fuchs, 13th Jan.,—Kobe 7th Jan., General.—Carlowitz & Co.

HSINCHI, Chinese steamer, 1,063, M. F. Patterson, 13th Jan.,—Shanghai 10th Jan., General.—C. M. S. N. Co.

HSI PING, Chinese steamer, 1,264, W. McFarlane, 13th Jan.,—Canton 12th January, General.—C. M. S. N. Co.

KALGAN, British steamer, 1,245, P. Bennett, 13th Jan.,—Canton 12th Jan., General.—Butterfield & Swire.

KIUKIANG, British steamer, 1,240, C. F. Arnold, 13th Jan.,—Canton 12th Jan., General.—Butterfield & Swire.

HAITAN, British steamer, 1,183, J. S. Roach, 13th Jan.,—Foochow via Amoy and Swatow 12th Jan., General.—Douglas, Lapraik & Co.

DIAMANTE, British steamer, 1,225, R. W. Almond, 13th Jan.,—Manila 10th Jan., General.—Shewan, Tomes & Co.

TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 13th Jan.,—Kuchinotzu 8th Jan., Coal.—Order.

TAIWAN, British steamer, 1,109, Harder, 13th Jan.,—Shanghai via Swatow 12th Jan., General.—Butterfield & Swire.

DEVAWONGSE, British steamer, 1,037, Richard Curtis, 13th Jan.,—Bangkok 4th Jan., and Ang Hin 5th, General.—Yuen Fat Hong.

DAGMAR, German steamer, 960, G. Viley, 13th Jan.,—Shanghai and Swatow 12th Jan., Sugar and General.—Melchers & Co.

KONOURA MARU, Japanese steamer, 1,354, K. Shina, 13th Jan.,—Manila 10th Jan., Sugar.—Dodwell & Co., Ltd.

Clearances at the Harbour Office.

Hsiping, Chinese str., for Shanghai.
Inaba Maru, Japanese str., for Singapore.
Thales, British str., for Swatow.
Ningpo, British str., for Canton.
Saikong, British str., for Samsui.
Taiwan, British str., for Canton.
Chiyuen, Chinese str., for Shanghai.
Kwai Lun, British steam-launch, for Macao.
Esmeralda, British str., for Manila.
Tsurugisan Maru, Jap. str., for Kutchinotzu.
Haitan, French str., for Pakhoi.
Benalder, British str., for Rangoon.
Kalgan, British str., for Wuchow.
Pak Kong, British str., for Canton.

Departures.

Jan. 13, *Sachsen*, German str., for Shanghai, &c.
Jan. 13, *Tatsugami Maru*, Jap. str., for Moji.
Jan. 13, *Suisang*, British str., for Saigon.
Jan. 13, *Hanoi*, French str., for Haiphong.
Jan. 13, *Ningpo*, British str., for Canton.
Jan. 13, *Esmeralda*, British str., for Manila.
Jan. 13, *Mazagon*, British str., for Singapore.
Jan. 13, *Petriana*, British str., for Balik.
Jan. 13, *Chiyuen*, Chinese str., for Shanghai.
Jan. 13, *Hsiping*, Chinese str., for Shanghai.

Passengers—Arrived.

Per *Taiyuan*, from Kobe—Mrs. R. Nelson.

Per *Haitan*, from Coast Ports—Messrs. D. Harty and Qua Soy Wing, and 84 Chinese.

Per *Diamante*, from Manila—Mr. R. E. Humphreys, Capt. Riechmann, Mrs. Stevenson, Messrs. McCollough, Alyonce, Papicom, Andrews and servant, Dr. Strong, Messrs. Kruger, 2 children and 2 servants, Messrs. Aesky, Baneto, J. Audit, Ames, and 164 Chinese.

Per *Devawongse*, from Bangkok, &c.—81 Chinese.

Per *Taiwan*, from Shanghai, &c.—Miss Vangan, and 11 Chinese.

Departed.

Per *Sachsen*, for Shanghai from Bremen—Mrs. M. Wieglet. From Southampton—Mr. J. Marshall, Dr. Stooke, Miss M. Kendrick, Mr. and Mrs. Hunter, Misses Sanderson and Saltmarsch. From Genoa—Messrs. C. Hebold, W. Boyes, Misses M. Medard and J. A. Sanderberg. From Suez—Mr. and Mrs. Pons Aquilhorn. From Colombo—Messrs. Dyer, P. Loschter and A. D. Wenger. From Hongkong—Messrs. M. Cassambhoy, G. Harling, McLindkog and 3 Chinese. For Yokohama from Bremen—Mr. G. Werkmeister. From Southampton—Misses R. McCornac, L. Amor, Messrs. A. Murs, E. C. Ogden and A. H. Hughes. From Genoa—Mr. B. Ariga, and Prof. Dr. Florenz. From Singapore—Mr. R. D. McWilliams. From Hongkong—Messrs. J. Milsop, F. L. Berton, and Mr. and Mrs. T. Leary. For Kobe—Messrs. C. N. Crosse and J. Wilkinson. For Nagasaki from Naples—Mr. A. Blum. From Penang—3 Japanese. From Colombo—Mr. Vockoff. From Hongkong—Miss Ellis, and Mrs. Lys.

Per *Esmeralda*, for Manila—Mr. and Mrs. Stuart, Messrs. L. Glissmann, MacLanghlin, G. E. Velie, C. E. Morse, Mrs. Stevens, Mrs. Swift and infant, Mrs. Randolphe, J. R. Bonbrake, A. L. Porker, Mrs. Engono-Goffin, Jr., Mrs. Allen, F. Stevens, H. M. Tibbez, Mr. and Mrs. Savage and child, Mr. J. Gulick, Mrs. Patison and child, Mrs. Wetson, Mrs. Rristol, Mrs. Patrick, Mrs. Vaughn, Messrs. O. Milegoff, L. Simssum, and 3 Chinese.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Hyson	Singapore	To-morrow
St. Regulus	Singapore	To-morrow
Onsang	Japan	Jan. 15th
Miike Maru	Singapore	Jan. 15th
Sakura Maru	Shimonoseki	Jan. 15th
Indus	Saigon	Jan. 16th
Canton	Singapore	Jan. 16th
America Maru	Japan	Jan. 17th
Energia	Kobe	Jan. 17th
Tacoma	Tacoma	Jan. 18th
Cathay	Singapore	Jan. 18th
Kasuga Maru	Thursday Id.	Jan. 18th
Chusan	Singapore	Jan. 19th
Bisagno	Singapore	Jan. 19th
Carlisle City	Japan	Jan. 20th
Empress of India	Vancouver	Jan. 22nd
Belgian King	Japan	Jan. 23rd
Teenkai	London	Feb. 1st
Gaelic	San Francisco	Feb. 3rd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Jan. 27th
Afridi	New York	Ok. desp.
Algoa	San Francisco, &c.	Feb. 10th
Ambria	Havre, &c.	Jan. 22nd
America Maru	San Francisco, &c.	Jan. 27th
Antenor	London	Jan. 23rd
Bayern	Straits, &c.	Mar. 7th
Belgian King	San Diego, &c.	Feb. 1st
Bengal	Shanghai	Jan. 20th
Bombay	London	Jan. 25th
Breconshire	Victoria, B.C.	Jan. 20th
Canton	Shanghai, &c.	Jan. 15th
Carlisle City	San Diego, &c.	Jan. 20th
Carmarthenshire	San Diego, &c.	Feb. 15th
China	San Francisco, &c.	Mar. 3rd
City of Rio	San Francisco, &c.	Mar. 27th
Coptic	San Francisco, &c.	Jan. 20th
Cowrie	London	Jan. 31st
Doric	San Francisco, &c.	Mar. 10th
Eastern	Sydney, &c.	Jan. 27th
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Feb. 14th
Emp. Japan	"	Mar. 14th
Gaelic	San Francisco, &c.	Feb. 13th
Hailoong	Swatow, &c.	Jan. 17th
Haitan	Swatow, &c.	Jan. 16th
Hamburg	Straits, &c.	May 16th
Holsatia	Havre, &c.	Feb. 8th
Hongkong Maru	San Francisco, &c.	Feb. 22nd
Inaba Maru	Marseilles, &c.	Jan. 14th
Indravelli	New York	Jan. 15th
Kamakura Maru	Marseilles, &c.	Jan. 26th
Kanagawa Maru	Kobe & Yokohama	Jan. 19th
Kansu	Samarang, &c.	Jan. 25th
Karlsruhe	Straits, &c.	Jan. 24th
Kasuga Maru	Japan	Jan. 20th
Kinshiu Maru	Victoria, B.C.	Jan. 15th
König Albert	Straits, &c.	April 4th
Kosai Maru	Amoy, &c.	Jan. 18th
Massilia	Europe, &c.	Jan. 20th
Menelaus	London	Feb. 6th
Miike Maru	Kobe & Yokohama	Jan. 18th
Nippon Maru	San Francisco, &c.	Mar. 20th
Oldenburg	Straits, &c.	Feb. 21st
Preussen	Straits, &c.	May 2nd
Prinz Heinrich	Straits, &c.	May 30th
Queen Eleanor	New York	Feb. 1st
Rohilla	Japan	Jan. 20th
Sachsen	Straits, &c.	Feb. 7th
Sarnia	Havre, &c.	Jan. 15th
Silesia	Havre, &c.	Feb. 5th
Stentor	London	Feb. 20th
Strathgyle	San Diego, &c.	Jan. 15th
Stuttgart	Straits, &c.	Mar. 21st
Szechuen	Yokohama & Kobe	Jan. 17th
Tacoma	Victoria, B.C.	Jan. 30th
Taisang	Singapore, &c.	Jan. 18th
Taiyuan	Sydney, &c.	Jan. 17th
Tamsui Maru	Swatow, &c.	Jan. 17th
Thales	Swatow	Jan. 14th
Trieste	Shanghai	Jan. 14th
Trocas	Marseilles, &c.	Jan. 17th
Tsinan	Port Darwin, &c.	Feb. 15th
Weimar	Straits, &c.	April 18th
Wittenberg	Havre, &c.	Jan. 29th
Yawata Maru	Fridays Is., &c.	Jan. 26th
Yuensang	Manila	Jan. 16th

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[*Advt.*

A European coalition against England, as Lord Salisbury pointed out, is not a likely contingency, but the possibility has produced a good deal of hypothetical discussion, especially in America. The New York "Press" gives voice to the feelings with which America would regard such a coalition, and a good point is made. Putting aside sentimental considerations, "The United States would be compelled to go to war to prevent such injury to Great Britain," because the British market could never be replaced in the capitals of the victors. Such utterances from America are no doubt part of the cause of the raving jealously which at present maddens a portion of the foreign press, and their jealousy is a compliment.

* * *

It is so long since England has received praise from any portion of the Continental Press, that we cannot forbear to quote the following from the Athenian *Neologos* which seems to show that the country really has a few friends left still: "The fate of mankind depends on the international position of England, and a mere obscuring of the British sun would be the worst calamity of the century. England's preponderance is an indispensable element of civilisation."

* * *

The special war correspondent of the *Manchester Courier*, describing the Modder River battle, says:—While the Argylls were pushing across the river, they were fired on from a house, and several fell, on which a dozen of the Highlanders stormed the house, and though the enemy hoisted the white flag no quarter was given. They were all shot. The enemy had acted most unscrupulously, shelling our field hospital, so that some of our wounded were killed, and repeatedly firing on our stretcher parties.

* * *

Under the heading "Significant," the *Natal Mercury* just to hand contains the following: "In connection with the rumour of late regarding the important contemplated changes at Delagoa Bay, in which England would be closely concerned, it is interesting to note that the Governor-General of Mozambique is leaving for Lisbon by the next German steamer, that the Governor of Lorenco Marques is going before the end of the year, that the Controller of Customs has handed in his resignation, and that the Director of the Delagoa Railway retires at the end of the year.

* * *

Look out for the seven plagues of Egypt! There is a veil of death over old England, and all the blood of Ireland, which has cried for vengeance so long, is perhaps upon the point of being heard. This is a solemn hour for England, whose defeat is desired by the whole universe.—*La France*, Bordeaux.

* * *

The British supremacy in Africa and in the world is a thing of the past. The Dutch will seize South Africa, the Germans Central Africa, the French Egypt, the Russians India, while the remaining British Colonies will become independent States, and within a very short time England will be a third-class Power.—*Tagblatt*, Vienna.

* * *

"I will tell you what would break up the Empire," says Mr. W. H. Fitchett, author of "Deeds that Won the Empire," in an illustrated interview which appears in the *Young Man*, for December, "what would cost England the faith and affection of her children across the seas—that is, if England loses her sense of her place in the world. England is as much a nation called to a special providential task as the Jews were, and that task is to carry out Christian ideals of freedom and civilisation in non-Christian lands. Why has God given to England nearly all the waste places of the earth, unless she is to fill them? And we in the Colonies think that England would be abandoning her providential mission if she surrendered the Imperial side of her politics. Nothing could be more fatal to the bold England has on her Colonies than the prevalence of a 'Little England' doctrine. We have no Little Englanders in Australia. So long as England has faith and pride in herself, her children across the seas will have faith and pride in her."

REPUBLICAN POLICY ANENT THE PHILIPPINES.

NEW YORK, December 10th.

The *World* to-morrow will publish an interview with Senator William P. Frye, president *pro tem* of the United States Senate. In reply to the question why it was necessary to take over the sovereignty of the whole Philippine Archipelago, he said:—

Commercially they were of the utmost importance to our country, located as they were at the very threshold of the Orient, the importation last year amounting to $1,500,000,000, with an advancing civilization which will in a few years, by increasing their necessities, double it.

Then, too, the existing conditions in the islands afforded a powerful argument in favour of our action. Aguinaldo, with his seventeen chieftains, then exiles at Singapore, went to Hongkong to sail with Admiral Dewey for Manila. He having already sailed they were taken over in one of our revenue cutters, received arms from the Admiral, raised an army, fought successfully the common enemy, were of assistance to us, and while no promises were made them, orally or in writing, they were practically our allies. Could we desert and leave them to the tender mercies of Spain? Surely no American citizen would have justified us in such action. The Republicans propose to, first, restore peace there, then give them a good government, decent wages, arouse in the people an ambition to become good citizens, supply them with modern agricultural implements, construct railroads and highways making access to the sea easy, build schoolhouses, supply teachers, educate them so as to fit them for the exercise of governmental functions, after which trust them with the control of local and municipal affairs. Possibly in time they may become fit to establish a republican, stable and strong enough government to preserve order and peace, to protect life and property, to make treaties, observe their obligations under them and compel others to do likewise.

Possibly when that time arrives, we, being the sole judges, might surrender to them the sovereignty, reserving to ourselves the naval and coaling stations necessary for our naval and merchant marine. So far as I am personally concerned, I would never surrender the sovereignty to any people within the islands or to any nation without.

As to our constitutional rights, tariffs, emigration, etc., that question is one of great importance, undoubtedly soon to be discussed in Congress and at an early date settled. Therefore I do not wish now, with only partial preparation, to deal with it. I believe, however, that Congress has full power to enact for them such laws as may seem to be wise and just, that the constitutional limitation as to the United States, so often referred to, does not apply to territories.

I am confident that in the near future three or four regiments of white men, with possibly twice as many natives will be ample to preserve the peace.

THE UNITED STATES MAY BUY WEST INDIAN ISLANDS.

WASHINGTON, December 10th.

An unofficial proposition has been made to this Government for the sale to it of islands in the West Indies owned by the Danish Government. The price asked is $3,000,000, and the administration now has under consideration the advisability of recommending an appropriation for effecting their purchase. Before taking any definite steps in the matter there is reason to believe that the President will confer with the members of the Foreign Relations Committee of the Senate, and should they approve of the plan he will probably direct that the purchase be made.

The proposition submitted to the Secretary of State has not come direct from the Danish Government. A corporation has secured an option on the islands, and its representative has indicated to the department that it is willing to dispose of the territory for the price stated above. These islands were the subject of discussion in the Senate just before the war with Spain, when Senator Lodge of Massachusetts introduced a resolution for the purchase of the islands. The price then suggested was $5,000,000. The object of acquiring the islands at that time was in order to provide this Government with coaling stations for war purposes as well as to prevent their sale to any European Government. No action, however, was taken.

Denmark is still anxious to dispose of the islands, but realizes that this Government would consider their transfer to any European nation as an unfriendly act and in violation of the Monroe doctrine, and therefore prefers to sell them to the United States.—*S. E. Chronicle.*

JOHN SHERMAN'S LATEST PROTEST.

PHILADELPHIA, December 11th.

In response to an invitation to attend an anti-imperialist mass-meeting to be held at the Academy of Music on the centennial anniversary of the death of Washington, December 14, the following letter has been received from ex-Secretary of State John Sherman, dated Washington, December 9th.

"I have a strong conviction that the President erred in sending soldiers to the Philippines to take possession of their country. The United States had wisely, as I think, assisted the Filipinos in driving the Spaniards out of the Philippine Islands, and should, I think, have aided them in protecting their country against all assaults. He no doubt was advised to adopt the measures taken, and all I can do is to express my regrets. Yours very truly.

JOHN SHERMAN."

THE YELLOW DANGER IN AUSTRALIA.

Business men arriving in Australia from Japanese and Chinese ports are unanimously of opinion that the progress of affairs in the Transvaal is being watched with keen interest in both the land of the Mikado and that of the Son of Heaven, each of which nourishes a grievance against the Australian Colonies, by reason of the restrictions lately imposed on Japanese and Chinese immigration, and which will probably be rendered more severe when when the work of federation has become accomplished. A Tokio paper refers to the Japanese residents in the Colonies as Australian Uitlanders, and asks why, if the cry of "Australia for the Australians" be recognised, the Boers should not be allowed to claim "Dutch Africa for the Dutch?" But the Japanese and Chinese residents in Australia are not exceptionally treated. Except that, as aliens, they cannot vote at Parliamentary or occupy positions in the public service, they enjoy the full rights of citizen-ship, and, as a rule, are in no hurry to return to their native country. In fact, Australia possesses many attractions in the eyes of the yellow man. Not only is life and property more secure than in his native land, but justice is more impartially administered, and the prospects of industrial or commercial success more encouraging.

The Japanese Government professes to interdit the emigration of it subjects, but notwithstanding this, they are making their way in multitudes to Hawaii, Samoa, and other places in Polynesia, where they are rapidly displacing the Chinese populations. They have gained a strong footing in Northern Queensland, and the Forres Straits pearl fisheries are virtually, in their hands. They are casting longing eyes on New Guinea, but hitherto have not been enabled to secure a position in that island, the largest and, perhaps, richest in the world. Repulsed here, they are spreading along the northern coast of Australia, where, with the Chinese and Malays, they contitute the bulk of the population. Northern Australia is practically the back-door of the island continent, and when it comes under the rule of the Australian Federal Government there will be trouble. Already the Chinese are ruled by their own laws, and brook no interference from outside. The Japanese, being less numerous, more readily obey the Colonial authorities, but continue, somehow or other, to have their own way all the same. Various estimates of the number of Asiatics in Northern Australia have been made, but they are each, more or less, mere guess work, the only fact positively asertained being that the yellow men are annually increasing in number. They have practically taken possession of a huge slice of Northern Australia, and any attempt at displacing them is certain to be resented by the Japanese Government, if not also by that of China. The Japanese Gvoernment has already recognised the difficulties and dangers of the position, and has evinced a desire to assist in minimising them, but since the war with China a bellicose spirit has become manifest among the Japanese people, making them eager to resent the least affront real or imaginary.

The other day the directors of one of the Japanese mail steamship lines were compelled to give notice of their intention to dispense with the services of Japanese on board their vessels, because of their insubordinate demeanour to their Europeans officers. It is feared that the great naval review which is being organised by the Japanese Government will tend to increase the aggressive disposition of the people, and thus prepare the way for a quarrel with Australia when the opportunity arrives. Mr. J. J. Francis, Q.C., of Hongkong, who was banquetted in Sydney the other day, said that in view of possibilities in the East, Australia should direct her military energies, outside her own line of defences, to the protection of Hongkong and Singapore, which were more immediately outposts of Australia than of Great Britain. In the event of England being engaged in an European war, she would have to withdraw a portion of her fleet from Eastern waters, and the two outposts would have to depend largely on assistance from Australia. Another British resident in one of the Chinese treaty ports states that Australia should not weaken its defensive strength by sending a portion of its forces to the Transvaal, unless such assistance was sought by the Imperial Government, but rather seek to remedy the defensive weakness of the northern coasts, where it would be impossible, in the event of war with an Asiatic Power, to prevent the landing of a hostile force, which could secure possession of the country, without the risk of being dislodged.—*Advocate of India.*

PHILIPPINE HEMP PORTS TO BE OPENED.

NEW YORK, December 9th.

A special to the *Sun* from Washington says: Special instructions have been sent to General Otis to secure the opening at once of the hemp ports of the Philippines. The closing of these ports was to prevent the exportation of hemp and the payment of duty upon it to the rebel officials. The purpose of the Secretary of War is to have as many of the ports as possible opened under the protection of the American flag, and Otis has been instructed to forward troops to the important points of commerce without delay.

The hemp industry is one of the largest in the Philippines and the United States takes nearly half of the hemp exported from the islands. Since the insurrection in the Philippines the price has jumped over 14 cents a pound. It has been almost impossible to secure the exportation of hemp from the islands, and the increase in price has resulted in a corresponding increase in twine and other hemp articles. There has been a complaint, not only in the United States, but also in Europe, about the closing of the hemp ports. This led to the instructions to Otis to garrison the principal ports of exportation. There are hemp ports on nearly all the islands of the Philippines, including Panay, Mindanao, Negros and Cebu.

CANADA'S POSSIBILITIES.

THE UNLIMITED WEALTH OF THE DOMINION.

In the Christmas number of the *Windsor Magazine* Mr. Harry Furniss writes at some length on the subject of our Canadian Empire. With regard to the commercial possibilities of the country he says: "The maritime provinces of Nova Scotia, New Brunswick, and Prince Edward's Island are rich in fertile soil, with large areas of valuable timber. They have great deposits of coal, iron, and other minerals; millions of tons of granite, marble, and choice building stone can be quarried from their hills; the waters which wash their shores teem with every variety of marketable fish. Quebec and Ontario have yet vaster forests of hard and soft woods. In their temperate climate all kinds of fruits, grains, and vegetables are grown in great quantities; they are rich in valuable minerals, and thousands of streams furnish abundant motive for power manufacturing industries. Fremantle West is the prairie province of Manitoba, with its illimitable expanse of rich soils, which are yielding each year many millions of bushels of wheats, oats, barley, and other grains. In the newer territories between Manitoba and British Columbia there are

MILLIONS AND MORE MILLIONS

of acres of the finest wheat-growing land in the world, where the quality known to American and English millers as "Manitoba No. 1 hard," which is superior to the wheat of all other countries for breadmaking purposes, can be grown in unlimited quantities. In these regions, too, are fine grazing lands, where great herds of cattle can be raised and fattened at little expense. British Columbia has most of the resources of the other provinces, and some peculiarly her own. Her coal mines furnish the only high grade coal found on the Pacific Coast. Her river sands yield rich returns of gold, and in the newly developed Kootenay district, in the southern part of the province, some of the richest gold and silver deposits ever worked in America have been discovered. Gigantic pines, firs, and other trees cover the greater part of the province, and furnish an inexhaustible supply of lumber for export. The salmon fisheries are a never-failing source of profit, in which large numbers of men are employed. This is but a mere hint at the immense resources, or, in other words, opportunities for the production of wealth of the Dominion of Canada."

BRITISH HEROISM AT GRASPAN.

ENSLIN, 26 Nov. (via Orange River, 27 Nov.)

No man who was privileged to witness yesterday's fine fight at Graspan will ever forget the superb behaviour of our men of all arms. Reflection does not diminish the feeling of warm admiration, but rather strengthens it. After the engagement I rode over the battlefield, and saw many things gruesome and pathetic.

SEVERE WOUNDS.

Our men were for the most part hit in the abdomen and legs, the Boers following their customary plan of firing low. Several were wounded in the head and a few in the back, the latter being accounted for by the severe cross fire to which our fellows were at one period of the action exposed.

In the majority of cases the hemorrhage from the wounds was severe. Many Grenadiers to whom I talked on this matter assured me that the Boers used explosive bullets—they could not otherwise account for the big, jagged wounds.

However that may be, it is pretty certain that the enemy either have Dum-dum bullets or something very similar.

SIDE BY SIDE.

As I passed over the wide field of combat I found in a lonely bit of veldt the body of a stalwart young private of the Scots Guards. The soldier lay on his side still clutching his rifle.

Not far off was a Boer with a pallid face, a grotesque smile over his fine teeth and eye, glazed in deaths, a type of scores of dead enemies reverently interred on the field by our burial parties.

Many were the instances of individual gallantry and patient endurance of suffering which the special correspondent noted during and immediately after the battle on the part of both officers and men.

AMONG THE WOUNDED.

Sergt. Holmes and Ptes. Longdon and Williams, of the Northampton Regiment, deserve conspicuous mention, even on a day which produced heroes by the score. They were told off to look after the wounded, and throughout the fierce hail of bullets from the Boer marksmen hidden on the two biggest kopjes, they did their work as coolly as though at a St. John Ambulance class.

One of the men of their regiment to whom they ministered had been struck three times in the back, but did not seem to be mortally hurt, and numerous miraculous escapes of the same kind have been reported to me.

A Northampton man said to me that "the Boers were as thick as hornets." A Guardsman remarked, "Omdurman was child's play to this." He had helped to storm the big kopjes.

I saw the Guardsmen perform that particular bit of work with the Northampton men. They charged over natural breastworks of formidable boulders on the Boer flank in a manner which it is doubtful if any other troops in the world could have equalled.

Both the Scots and Grenadiers distinguished themselves here as elsewhere, but all the troops did splendidly. An officer tells me that he counted twenty dead Boers on the top of one kopje. All of them had been killed by the fire of our artillery.—*Central News.*

GERMAN NAVAL CONSTRUCTION.

BERLIN, December 9th.

The first annual meeting of the Society of Naval Architecture, which was organized in May and already has 600 members, took place during the week. It was attended by Lieutenant-Commander W. H. Beehler, the United States naval attache, who joined the society as an American expert. He expressed the opinion that the German department of naval construction is now superior to the naval schools at Glasgow and Paris and advises the United States Government to send our naval constructors here rather than to Great Britain and France. When the naval architects visited the factory of the Allgemeine Electricititaets Gesellschaft, seven acres under one roof, they were amazed at the great amount of American machinery and tools for the more precise work.

The same authority assured the correspondent that the new German battleships of the type of the *Kaiser Friedrich III* are better protected and have more effective batteries and higher speed than any other battleships in existence. Five of these have either been built or have been in course of construction during the last six months.—*S. F. Call.*

BURNED IN OPEN COURT.

NEW YORK, December 9th.

The olden days of trial by ordeal were dramatically recalled in the Queen's County Court to-day in the trial of the damage suit of Winifred Caton against the New York and Queen's County Electric Railway Company. Miss Caton allowed herself to be seared with a hot iron in open court before the jury and a great throng of spectators to prove that the accident for which she demanded damages had robbed her of all sense of feeling. She smiled when the red-hot iron seared a great patch on her hand, but her dramatic performance did not make much of an impression on the stolid jury, for she was only given $1,617 damages, whereas her prayer was for $35,000.

The girl was in an accident on the line in August last and was badly crippled. It was contended in her behalf that, in addition to being maimed, her nerve centres were completely paralyzed. The principal fight hinged around the latter proposition, and it seemed quite well established. Her attorneys claimed that she had completely lost the sense of feeling and taste, and it was to prove what they said that the unusual tests were resorted to. In addition to the application of the red-hot iron to her hands she was given excessive shocks of electricity that seemed to have no visible effect. She was also shown to be unable to distinguish the difference in taste of salt, pepper and sugar. Miss Caton may ask the Supreme Court to increase the amount given her by the County Court. Medical experts say that the case is almost without a parallel. They have submitted the strange girl to all manner of tests, but she is seemingly insensible to pain.—*S. F. Call.*

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.

Barometer 30.159
Thermometer 59.7
Humidity 74
Rainfall 1.545

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.21	30.12
Temperature	60	61
Humidity	54	59
Rainfall	—	—

TO-DAY.

Saturday, 13th January, 1900.

Chinese—*13th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* *6hr. 42min.*
Sets *5hr. 32min.*
Moon—*Max. Dec. N. 3hr. a.m.*
High water—*Morning* *8hr. 56min.*
Afternoon *7hr. 0min.*
Low water—*Morning* *1hr. 58min.*
Afternoon *0hr. 5min.*

ANNIVERSARIES.

1846—Ki-ying, Viceroy of Kwang-tung and Kwang-si issued a proclamation intimating the intention of opening up Canton according to the Treaties.
1849—Battle of Chillianwallah.
1857—The s.s. *Thistle* captured by Chinese soldiers disguised as passengers; 11 Europeans and several Chinese murdered and the vessel burnt.
1898—Lord Charles Beresford elected M.P. for York.

TO-MORROW.

Sunday, 14th January, 1900.

Chinese—*14th of 12th moon of 25th year of Kwang-sü.*

Sun—*Rises* *6hr. 45min.*
Set *5hr. 33min.*
High water—*Morning* *9hr. 38min.*
Afternoon *7hr. 5min.*
Low water—*Morning* *2hr. 38min.*
Afternoon *0hr. 58min.*

ANNIVERSARIES.

1871—Secretary of American Legation murdered at Tokio.
1872—Sailor's Home Church, West Point, opened.
1892—Duke of Clarence died.
1893—Queen of Hawaii deposed.
1896—Armed gang robbery at Quarry Bay. Attack on Presbyterian Mission at Chining.

AGENDA.

TO-DAY.

Cargo ex *Glengarry* subject to rent.
Cargo ex *Valetta* subject to rent.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass *(Chin.)*, 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.
N. Y. K. steamer *Inaba Maru* leaves for Europe.

MONDAY, 15th.

1 p.m.—M. & M. steamer *Ernest Simons*, with mails, leaves for Europe.
3 p.m.—Ninth Ordinary Meeting of the Wanchai Warehouse and Storage Co. Ltd. at No. 5 Queen's Road, Central.
4 p.m.—N. Y. K. steamer *Kinshiu Maru* leaves for Victoria B.C. and Seattle.
4 p.m.—U. S. & C. J. steamer *Indrawelli* leaves for New York.
5.15 p.m.—Lecture by Mr. W. V. Drummond on "National Trouble" at St. Andrew's Hall.
N. L. H. A. steamer *Sarnia* leaves for Havre and Hamburg.
Cargo ex *Birchley* subject to rent.
(About)—C. & O. steamer *Strathgyle* for San Diego.

TUESDAY, 16th.

8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge.

WEDNESDAY, 17th.

C. P. R. steamer *Empress of China* leaves for Victoria B.C.
C. N. steamer *Taiyuan* leaves for Manila, Sydney and Melbourne.
C. N. steamer *Kansu* leaves for Samarang, &c.
(About)—"Shell" steamer *Tocsa* leaves for Genoa and Marseilles.

THURSDAY, 18th.

Indo-China steamer *Taisang* leaves for Singapore, Penang and Calcutta.

FRIDAY, 19th.

Cargo ex *Sachsen* subject to rent.
Cargo ex *Coptic* subject to rent.

SATURDAY, 20th.

Daylight—O. & O. steamer *Coptic* leaves for San Francisco.
N. P. R. steamer *Breconshire* for Victoria B.C. and Tacoma.
Noon.—P. & O. steamer *Massilia*, leaves, with mails, for London. Entries for the Hongkong Spring Races close.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American *(Onsang)* 15th inst.
French *(Indus)* 16th inst.
American *(America Maru)* 17th inst.
Tacoma *(Tacoma)* 18th inst.
English *(Chusan)* 19th inst.
Canadian *(Empress of India)* 22nd inst.
American *(Gaelic)* 3rd prox.

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The N. G. L. steamer *Bisagno* left Singapore for this port yesterday and is due here on or about the 19th instant.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan*, arrived at Vancouver at 8.30 a.m. on Thursday the 11th January.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
H.I.G.M.S. Hertha	"	"	"
H.I.G.M.S. Gefion	"	"	"
H.M.S. Algerine	"	"	"
U.S.S. Monadnock	"	"	"
U.S.S. Solace	"	"	"
Kiangtung	"	"	"
Trafalgar	"	"	"
Lekin	"	"	"
Powan	"	"	"
Kinshiu Maru	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Menmuir	"	"	"
Daphne	"	"	"

PASSED THE CANAL.

Outward—12th December—*Morven*, *Stentor*. 15th December—*Kherson*. 19th December—*Canton*, *Hyson*, *Langbank*, *Aeolus*, *Burdon*, *Cathay*. 22nd December—*Babelsberg*, *Kanagawa Maru*. 30th December—*Asturia*, *Benvenue*, *St. Jerome*, *Indus*, *Dart*, *Lootakkeu*, *Lynrowan*, *Olysapo*. 2nd January—*Ceylon*, *Braemar*, *Emma Luykin*, *Oldenburg*, *Satsuki Maru*, *St. Andreas*. 5th January—*Laos*, *Nestor*, *Teenkai*, *Erzherzog Ferdinand*, *Denbighshire*, *Ormuzon*.

Homeward—2nd January—*Malacca*. 5th January—*Konig Albert*.

Shipping.

Arrivals.

TAIYUAN, British steamer, 1,459, R. Nelson, 13th Jan.,—Kobe 6th Jan., and Moji 8th, General.—Butterfield & Swire.

SARNIA, German steamer, 1,660, H. Fuchs, 13th Jan.,—Kobe 7th Jan., General.—Carlowitz & Co.

HSINCHI, Chinese steamer, 1,063, M. F. Patterson, 13th Jan.,—Shanghai 10th Jan., General.—C. M. S. N. Co.

HSI PING, Chinese steamer, 1,264, W. McFarlane, 13th Jan.,—Canton 12th January, General.—C. M. S. N. Co.

KALGAN, British steamer, 1,245, P. Bennett, 13th Jan.,—Canton 12th Jan., General.—Butterfield & Swire.

KIUKIANG, British steamer, 1,240, C. F. Arnold, 13th Jan.,—Canton 12th Jan., General.—Butterfield & Swire.

HAITAN, British steamer, 1,183, J. S. Roach, 13th Jan.,—Foochow via Amoy and Swatow 12th Jan., General.—Douglas, Lapraik & Co.

DIAMANTE, British steamer, 1,225, R. W. Almond, 13th Jan.,—Manila 10th Jan., General.—Shewan, Tomes & Co.

TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 13th Jan.,—Kuchinotzu 8th Jan., Coal.—Order.

TAIWAN, British steamer, 1,109, Harder, 13th Jan.,—Shanghai via Swatow 12th Jan., General.—Butterfield & Swire.

DEVAWONGSE, British steamer, 1,057, Richard Curtis, 13th Jan.,—Bangkok 4th Jan., and Ang Hin 5th, General.—Yuen Fat Hong.

DAGMAR, German steamer, 960, G. Viley, 13th Jan.,—Shanghai and Swatow 12th Jan., Sugar and General.—Melchers & Co.

KONOURA MARU, Japanese steamer, 1,354, K. Shina, 13th Jan.,—Manila 10th Jan., Sugar.—Dodwell & Co., Ld.

Clearances at the Harbour Office.

Hsiping, Chinese str., for Shanghai.
Inaba Maru, Japanese str., for Singapore.
Thales, British str., for Swatow.
Ningpo, British str., for Canton.
Saikong, British str., for Samsui.
Taiwan, British str., for Canton.
Chiyuen, Chinese str., for Shanghai.
Kwai Lun, British steam-launch, for Macao.
Esmeralda, British str., for Manila.
Tsurugisan Maru, Jap. str., for Kutchinotzu.
Haitan, French str., for Pakhoi.
Benalder, British str., for Rangoon.
Kalgan, British str., for Wuchow.
Pak Kong, British str., for Canton.

Departures.

Jan. 13, *Sachsen*, German str., for Shanghai, &c.
Jan. 13, *Tategami Maru*, Jap. str., for Moji.
Jan. 13, *Suisang*, British str., for Saigon.
Jan. 13, *Hanoi*, French str., for Haiphong.
Jan. 13, *Ningpo*, British str., for Canton.
Jan. 13, *Esmeralda*, British str., for Manila.
Jan. 13, *Mazagon*, British str., for Singapore.
Jan. 13, *Petriana*, British str., for Balik.
Jan. 13, *Chiyuen*, Chinese str., for Shanghai.
Jan. 13, *Hsiping*, Chinese str., for Shanghai.

Passengers—Arrived.

Per *Taiyuan*, from Kobe—Mrs. R. Nelson.

Per *Haitan*, from Coast Ports—Messrs. D. Harty and Qun Soy Wing, and 84 Chinese.

Per *Diamante*, from Manila—Mr. R. E. Humphreys, Capt. Riechmann, Mrs. Stevenson, Messrs. McCollough, Alyonce, Papicom, Andrews and servant, Dr. Strong, Messrs. Kruger, 2 children and 2 servants, Messrs. Aesky, Baneto, J. Audit, Ames, and 164 Chinese.

Per *Devawongse*, from Bangkok, &c.—81 Chinese.

Per *Taiwan*, from Shanghai, &c.—Miss Vangan, and 11 Chinese.

Departed.

Per *Sachsen*, for Shanghai from Bremen—Mrs. M. Wieglet. From Southampton—Mr. J. Marshall, Dr. Stooke, Miss M. Kendrick, Mr. and Mrs. Hunter, Misses Sanderson and Saltmarsch. From Genoa—Messrs. C. Hebold, W. Boyes, Misses M. Mcdard and J. A. Sanderberg. From Suez—Mr. and Mrs. Pons Aquilhorn. From Colombo—Messrs. Dyer, P. Loschter and A. D. Wenger. From Hongkong—Messrs. M. Cassambhoy, G. Harling, McLindkog, and 3 Chinese. For Yokohama from Bremen—Mr. G. Werkmeister. From Southampton—Misses R. McCornac, L. Amor, Messrs. A. Murs, E. C. Ogden and A. H. Hughes. From Genoa—Mr. B. Ariga, and Prof. Dr. Florenz. From Singapore—Mr. R. D. McWilliams. From Hongkong—Messrs. J. Milsop, F. L. Berton, and Mr. and Mrs. T. Leary. For Kobe—Messrs. C. N. Crosse and J. Wilkinson. For Nagasaki from Naples—Mr. A. Blum. From Penang—3 Japanese. From Colombo—Mr. Vockoff. From Hongkong—Miss Ellis, and Mrs. Lys.

Per *Esmeralda*, for Manila—Mr. and Mrs. Stuart, Messrs. L. Glissmann, MacLanghlin, G. E. Velie, C. E. Morse, Mrs. Stevens, Mrs. Swift and infant, Mrs. Randolphe, J. R. Bonbrake, A. L. Porker, Mrs. Eugene Goffin, Jr., Mrs. Allen, F. Stevens, H. M. Tibbez, Mr. and Mrs. Savage and child, Mr. J. Gulick, Mrs. Patison and child, Mrs. Wetson, Mrs. Kristol, Mrs. Patrick, Mrs. Vaughn, Messrs. O. Milegoff, L. Simssum, and 3 Chinese.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Hyson	Singapore	To-morrow
St. Regulus	Singapore	To-morrow
Onsang	Japan	Jan. 15th
Miike Maru	Singapore	Jan. 15th
Sakura Maru	Shimonoseki	Jan. 15th
Indus	Saigon	Jan. 16th
Canton	Singapore	Jan. 16th
America Maru	Japan	Jan. 17th
Energia	Kobe	Jan. 17th
Tacoma	Tacoma	Jan. 18th
Cathay	Singapore	Jan. 18th
Kasuga Maru	Thursday Id.	Jan. 18th
Chusan	Singapore	Jan. 19th
Bisagno	Singapore	Jan. 19th
Carlisle City	Japan	Jan. 20th
Empress of India	Vancouver	Jan. 22nd
Belgian King	Japan	Jan. 23rd
Teenkai	London	Feb. 1st
Gaelic	San Francisco	Feb. 3rd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Abergeldie	Portland, &c.	Jan. 27th
Afridi	New York	Ok. desp.
Algoa	San Francisco, &c.	Feb. 10th
Ambria	Havre, &c.	Jan. 22nd
America Maru	San Francisco, &c.	Jan. 23rd
Antenor	London	Mar. 7th
Bayern	Straits, &c.	Feb. 1st
Belgian King	San Diego, &c.	Jan. 20th
Bengal	Shanghai	Jan. 25th
Bombay	London	Feb. 5th
Breconshire	Victoria, B.C.	Jan. 20th
Canton	Shanghai, &c.	Jan. 15th
Carlisle City	San Diego, &c.	Jan. 20th
Carmarthenshire	San Diego, &c.	Feb. 15th
China	San Francisco, &c.	Mar. 3rd
City of Rio	San Francisco, &c.	Mar. 27th
Coptic	San Francisco, &c.	Jan. 20th
Cowrie	London	Jan. 31st
Doric	San Francisco, &c.	Mar. 10th
Eastern	Sydney, &c.	Jan. 27th
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Feb. 14th
Emp. Japan	"	Mar. 14th
Gaelic	San Francisco, &c.	Feb. 13th
Hailoong	Swatow, &c.	Jan. 17th
Haitan	Swatow, &c.	Jan. 16th
Hamburg	Straits, &c.	May 16th
Holsatia	Havre, &c.	Feb. 8th
Hongkong Maru	San Francisco, &c.	Feb. 22nd
Inaba Maru	Marseilles, &c.	Jan. 14th
Indrawelli	New York	Jan. 15th
Kamakura Maru	Marseilles, &c.	Jan. 26th
Kanagawa Maru	Kobe & Yokohama	Jan. 19th
Kansu	Samarang, &c.	Jan. 25th
Karlsruhe	Straits, &c.	Jan. 24th
Kasuga Maru	Japan	Jan. 20th
Kinshiu Maru	Victoria, B.C.	Jan. 15th
König Albert	Straits, &c.	April 4th
Kosai Maru	Amoy, &c.	Jan. 18th
Massilia	Europe, &c.	Jan. 20th
Menelaus	London	Feb. 6th
Miike Maru	Kobe & Yokohama	Jan. 18th
Nippon Maru	San Francisco, &c.	Mar. 20th
Oldenburg	Straits, &c.	Feb. 21st
Preussen	Straits, &c.	May 2nd
Prinz Heinrich	Straits, &c.	May 30th
Queen Eleanor	New York	Feb. 1st
Rohilla	Japan	Jan. 20th
Sachsen	Straits, &c.	Feb. 7th
Sarnia	Havre, &c.	Jan. 15th
Silesia	Havre, &c.	Feb. 5th
Stentor	London	Feb. 20th
Strathgyle	San Diego, &c.	Jan. 15th
Stuttgart	Straits, &c.	Mar. 21st
Szechuen	Yokohama & Kobe	Jan. 17th
Tacoma	Victoria, B.C.	Jan. 30th
Taisang	Singapore, &c.	Jan. 18th
Taiyuan	Sydney, &c.	Jan. 17th
Tamsui Maru	Swatow, &c.	Jan. 17th
Thales	Swatow	Jan. 14th
Trieste	Shanghai	Jan. 14th
Trocas	Marseilles, &c.	Jan. 17th
Tsinan	Port Darwin, &c.	Feb. 15th
Weimar	Straits, &c.	April 18th
Wittenberg	Havre, &c.	Jan. 29th
Yawata Maru	Thursday Is., &c.	Jan. 26th
Yuensang	Manila	Jan. 16th

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is the most valuable remedy for *Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis* that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—[*Advt.*

Intimations.

HONGKONG ODD VOLUMES SOCIETY.

MR. W. V. DRUMMOND has kindly consented to deliver a LECTURE on "NATIONAL TROUBLE" in the ST. ANDREW'S HALL, CITY HALL, on MONDAY, the 15th January, 1900, at 5.15 P.M.

Ladies and Members of the General Public are invited.

H. E. POLLOCK,
Hon. Secretary.

Hongkong, 12th January, 1900. [52b

IMPERIAL KWANGTUNG LOAN OF 1894.

PAYMENT OF INTEREST AND PART PRINCIPAL (NINTH PERIOD.)

NOTICE is hereby given that the Warrants for Interest on, and RE-PAYMENT of Part Principal of the Bonds of the IMPERIAL KWANGTUNG LOAN OF 1894 will be ready for issue on the 10th January, 1900, at the Office of the IMPERIAL MARITIME CUSTOMS, Canton.

J. F. SCHOENICKE,
Commissioner of Customs.

Custom House,
Canton, 8th January, 1900. [38b

EUROPEAN CLERK WANTED.

THE HONGKONG AND KOWLOON WHARF & GODOWN CO. require the Services of a EUROPEAN CLERK, Age about 40. Married man preferred. Liberal Salary to an Experienced Man.

Apply by Letter to—

EDWARD OSBORNE,
Secretary.

Hongkong, 8th January, 1900. [41b

For Sale.

FOR SALE.

THE well-known Steam Launch

"SAMCHING,"

Now lying off PRAYA EAST.

PARTICULARS.

Length over all	65 feet.
Breadth Extreme	12 "
Depth	6 "
COMPOUND ENGINE, with Condenser.	
Cylinder	9 inches.
Stroke	12 "
BOILER.	
Length	7 ft. 6 in.
Diameter	6 ft. 0 in.
CYLINDER.	
H. P.	9 inches.
L. P.	18 "

Boiler and Engines in Good Condition.

For Price, &c., apply to

THE MITSUI BUSSAN KAISHA.
6, Ice House Street.

Hongkong, 10th January, 1900. [40b

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of
TOYS AND FANCY GOODS,
AT
MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 16th December, 1899. [41

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th January, 1899. [46b

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th November, 1899. [12

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to
W. DANBY,
Civil Engineer & Architect.

Hongkong, 7th October, 1899. [128a

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT
FOR
MARSEILLES, PLYMOUTH
AND
LONDON.
WITHOUT TRANSHIPMENT.

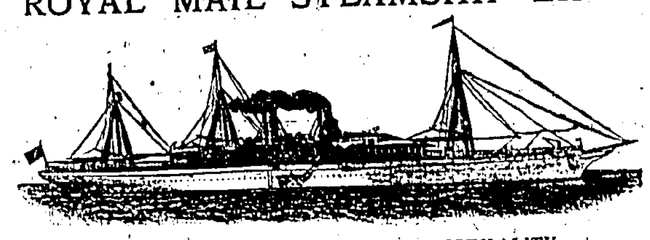
STEAMERS.	Tons	LEAVE. S'hai.	H'kong.	S'pore.
Parramatta	4886	Mar. 27	Mar. 31	April 6
Massilia	5026	April 10.	April 14	April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Suprintendent, Hongkong.

4th December, 1899. [32

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900  1900

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 20th December, 1899. [3

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Monday	Jan. 15
Carlisle City	3,002	about	Jan. 29
Belgian King	3,379	about	Feb. 1
Carmarthenshire	2,929	about	Feb. 15

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 15th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 13th January, 1900. [28

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Breconshire	3,567	G. E. Elliott	Jan. 20.
Tacoma	2,811	A. Dixon	Jan. 30.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie	3,777	J. Murray	Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of he first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. *Special rates allowed to members of Government Services.*

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.
General Agents.

Hongkong, 8th January, 1900. [4

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 20th Jan., at Daylight.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 13th Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 10th Mar., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 20th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th December, 1899 [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 6th January, 1900. [5

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	TO-MORROW, 14th Jan., at Daylight.
*KINSHIU MARU..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	MONDAY, 15th Jan., at 4 P.M.
KOSAI MARU..... J. Nagao.....	AMOY, SHANGHAI, CHEMULPO and NAGASAKI.....	THURSDAY, 18th Jan., at Daylight.
MIIKE MARU S. Kawamuro.....	KOBE and YOKOHAMA	THURSDAY, 18th Jan., at 4 P.M.
KANAGAWA MARU J. MacKenzie.....	KOBE and YOKOHAMA	FRIDAY, 19th Jan., at 4 P.M.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 20th Jan., at 4 P.M.
YAWATA MARU..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th Jan., at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1900. [6

NORDDEUTSCHER LLOYD. *(Freight Service.)* — **HAMBURG-AMERIKA LINIE.** *(Freight Service.)*

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*SARNIA Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	15th January.	Freight and Passage.
AMBRIA Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	22nd January.	Freight.
WITTENBERG ... Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	29th January.	Freight.
*SILESIA..... Behrens	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th February.	Freight and Passage.
HOLSATIA Bahle	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 8th February.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 27th Jan., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 22nd Feb., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Algoa* (via Moji, Kobe, Yokohama & Honolulu)	Saturday, 10th Feb., 1900, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 3rd March, 1900, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 27th March, 1900, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, *via* MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in, Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 21st December, 1899. [1

Notice of Firms.

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.

T. RAUCHENSTEIN & CO.,
12, Beaconsfield Arcade.

Hongkong, 3rd January, 1900. [20.1

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING.
MOK KUN HUI.
MOK YEUK LIM.

Hongkong, 3rd January, 1900. [21b

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA."

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Rome.*
From Australia, *ex* S.S. *India.*
From Persian Gulf, *ex* S.S. *Patna* & *Mahomedie.*
From Madras, *ex* S.S. *Loodiana.*

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 8th January, 1900. [5

NOTICE TO CONSIGNEES.

STEAMSHIP "BIRCHTOR,"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th January, 1900. [37b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"GISELA,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 10th January, 1900. [23b

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 18th instant, and MONDAY, the 22nd instant, at 9.30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 12th January, 1900. [22

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "COPTIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 12th January, 1900. [2

WHY THE BOERS THINK THEY HAVE BEATEN US.

A CONSTANT SUCCESSION OF BRITISH DEFEATS.

(By Douglas Story, Editor of the late Boer newspaper the *Standard and Diggers' News*.)

The Boers claim four of the five principal engagements in Northern Natal as victories.

Elands Laagte alone stands in their calendar as a definite defeat.

To Englishmen aware that our generals are well content to mark time until the main army shall be available, this song of triumph sounds boastful and absurd. We recognise no defeat save that of Carleton's column at Nicholson's Nek, and admit no superiority of our enemy in the field. We thoroughly appreciate the strategy which induced General Yule to retire from Dundee, and we commend Sir George White's immurement in Ladysmith.

But there is a law of perspective in these matters, and, to the members of a little State engaged in a death-struggle with a mighty Power, the mere absence of absolute defeat is tantamount to triumphant victory. In their inmost hearts the Boers anticipated nothing but utter rout in the war. The newspapers have been full of Boer predictions of victory and of their silly speculations as to the most suitable island on which to confine the Queen as a prisoner. These were the mere bar-parlour vapourings of men in the presence of those who sought to make sport of them. I have spoken with many.

PROMINENT TRANSVAALERS

within the past four months, and not one has questioned Great Britian's ability to crush the Republic at her will. More than that, I have conversed with all the principal men of the State on various occasions these past few years, and they have always acknowledged the certainty of ultimate defeat in the field. The acknowledgment is not one that would be made by Paul Kruger to an inquisitive globe-trotter upon the Presidency steop at Pretoria, but it is there for those who can speak with the Boer as man to man.

It was the same in 1880. Take these words of Paul Kruger's, as I heard them uttered at Paradekraal in December 1896:—When the War of Independence was started, it seemed childish for a community of 6,000, insufficiently armed and ammunitioned, to challenge the might of Britain in the field. Had the result dependended upon me, or upon Piet Joubert, the fight had gone against us. It was God, and God alone, who gave us the victory."

That recognition of the Republic's inadequacy in the struggle is as true of 1899 as of 1880. It was in no spirit of vanity the Boers sent their astounding ultimatum to England. They honestly believed that we were determined upon war, and, having despaired of diplomacy, they left the arbitrament to God—the word is more descriptive of the Boers attitude than "war." The Boer is still in doubt as to whether Providence in always on the side of the big battalions,

If, then, it be conceded that the Boers went into the struggle with

LITTLE CONFIDENCE OF SUCCESS.

it will be understood how joyously they have interpreted the retreat from Dundee, the capture of Carleton's column, and the defeat of the armoured train as signal instances of Divine favour. The importance of this will be more fully realised as the war develops.

To understand the significance attached to these first engagements by the Transvaaler, it must be remembered that Sir George White commands the largest force ever brought together in the field in South Africa. What seem to us the insignificant preliminary skirmishes in Natal already constitute the greatest war South Africa has ever known.

When Sir David Baird took Cape Colony from the Batavian Republic in 1806 his force consisted of only 4,000 infantry, a few scores of artillerymen, and 500 bluejackets armed with pikes and dragging eight guns with them. That army sufficed to make South Africa British.

On the Pretoria racecourse are now confined a larger number of British prisoners of war than the whole army that marched to the attack under Sir George Colley in 1881—"twelve companies of infantry, taken from four different battalions; 120 mounted troops, half of whom were infantry partly trained to ride; six guns, also composite, and 120 sailors; in all a column from which about twelve hundred fighting men could be evolved when the day of action came." The British loss of 2,142 men, reported up to date, is nearly four times the total force of 554 men who fought

UNDER COLLEY AT MAJUBA.

Lord Chelmsford had never more than 4,000 men under him in the Zulu War of 1879.

The operations in Natal therefore consitute no mean war, and the results of the several engagements are in the Boer eyes the decisions of great battles. Never before in South Africa has a battle-line extended to sixteen miles, nor has a Boer army reduced a European enemy's forces by 787 in a single engagement.

While to such men as Joubert, Erasmus, and Lucas Meyer things must appear pretty much as they do to us, to the common folk the parading of prisoners and the evidence of British dead are the sure emblems of their triumph. To them the knowledge that they are fighting on Natal soil, that the rooineks have retreated before them to a permanent laager, that hundreds of captives are in their hands, and that they themselves have been demonstrably routed only in the fight at Elands Laagte is irrefutable proof of victory.

The Boer statesmen have not been slow to recognise the political importance of this sentiment. They have done their utmost to strengthen it. They have annexed Northern Natal and Northern Cape Colony—not with any hope of holding these new provinces, but with the desire to fix in the burghers' mind the belief that God is indeed with them, and that He has given them the victory. Once that faith is assured, the Boers will be twice the fighting force they are at present. There will be no longer any talk of retiring to their farms and minding their crops. They will fight

AS CROMWELL'S IRONSIDES FOUGHT.

In this connection two matters of grave importance to the Transvaal leaders must be kept in mind. The up-country Boers hate and mistrust the new-fangled cannon, and so it is necessary to impress them with its effectiveness. Then the Transvaalers have an awkward habit of deserting a leader who does not convince them of his orthodoxy in all things. Joubert, because of his known leanings to liberalism and modern inventions, was in danger of following the fate of President Burger. He had to prove the efficacy of his artillery science. To his own and his followers' satisfaction he has done so.

The last and not least important contributory circumstance to the Boer claim of victory is the fact that they know little of the number of their own dead. Few now believe that only five burghers were killed at Doornkop, and the sum claimed by the Pretoria Government in the indemnity But as compensation for the widows and orphans seems to indicate a doubt in the minds of the leaders themselves. But the official return admitted only five killed and four wounded. Burghers have told me who fought against Jameson that so soon as a man fell he was passed immediately to the rear, only those on either side of him knowing aught of the casualty. In Northern Natal each command must know its own loss, but the figures are afforded little publication.

Until now the war in Natal has appeared to the great mass of the Boers a triumphant progress.

THE LAST BOER WAR.

INCIDENTS IN THE CAREER OF SIR GEORGE COLLEY.

A very interesting resume of the operations in the last Boer war is given by the *Journal of the Royal United Service Institution* in its review of "The Life of Sir George Colley, C.B.," by General Sir William Butler. The reviewer recalls the oft-quoted declaration of Lord Wolseley that "so long as the sun shines the Transvaal will remain British territory" and reminds us that although Colley's successor telegraphed to the Home Government, "We held the Boers in the hollow of his hand," yet the tender conscience of Mr. Gladstone shuddered at the idea of 'wiping out' for ever the memory and bitterness and shame of the Majuba Hill Disaster and consequently asks, when will the savour of it be washed away? The critique reads, in part, as follows:—

> The Life of Sir George Pomeroy-Colley, K.C.S.I., C.B., C.M.G. By Lieut.-General Sir William Butler, K.C.B. London: John Murray.

There are few more pathetic figures in recent history than that of Sir George Colley, and it would be a most unpleasant duty to have to speak unfavourably of the record of his life and services published some months ago by his comrade and friend Sir William Butler. Sir George Colley was, in fact, so admirable a man, brave, talented, and true as the sword he wore, that it was but the fate that placed him in a position beyond his powers, that gendered it, even apparently, necessary for his "apologia" to be written by the hand of a friend.

That there was any necessity for his biography may be doubted, and that its publication was desirable is yet more open to question. We may readily accept the truth of the picture drawn by Sir William Butler of Colley as the able staff officer, the courageous thinker and worker, the invaluable 'prompter and assistant, but finally the unsuccessful commander. That his want of success arose from the faults of others, and from the stress of circumstances that went beyond the means of his command, is probably true. Yet in life he generously refused to blame others, and it is to doubted strongly if he would have chosen to see his own fame re-established at the cost of the reputation of his subordinates. Sir William Butler's biography is, however, written in a generous spirit, and while endeavouring to place the memory of General Colley beyond the shafts of malice (shafts, it may be said, which have seldom been aimed at it), it treats with praiseworthy reticence the errors of those brave but unskilled soldiers who in the last Transvaal war paid for their shortcomings with their lives.

Let us then simply remember Sir George Colley as a good soldier, who courageously and cheerfully bore a grievous burden of successive failures; who unshrinkingly saw the net close around him; who never rested from endeavours to retrieve his fortune and the fortune of his country; and who, in the end, met death like a brave English gentleman; and let us say with Sir William Butler—

> "He nothing lacked
> . . in soldiership except good fortune."

Leaving Colley in his honoured grave, we may, perhaps, at this juncture advantageously devote a little space to his short and unfortunate campaign against the Boers, pointing out what useful lessons for the present day there may be in his experience.

It must be remembered that the Transvaal State was annexed to the Empire in April, 1877, and that, two years later, Lord Wolseley (then High Commissioner and Commander-in-Chief in Natal and the neighbouring regions) made his oft quoted declaration that "so long as the sun shines, the Transvaal will remain *British Territory*. Without tracing too closely the subsequent course of events, it must suffice to say that the sun of England in South Africa became grievously obscured soon after the utterance of this remark, and that it was totally, but, we hope only temporarily extinguished on the 17th December, 1880, when the Boer flag was hoisted at Heidelberg, and the independence of the Republic proclaimed.

Sir George Colley, who had about six months previously succeeded Sir Garnet Wolseley as Governor of Natal and High Commissioner of South-Eastern Africa, including the Transvaal, was now confronted with a difficult problem. From the moment of his assumption of office he had given his attention to the dangerous dispersion of the small military force left at his disposal. At the date of the Boer rising the concentration of the two and a half battalions in the Transvaal was beginning, but the first disaster of the war—for the defeat of the headquarters of the 94th Regiment at Bronkerspruit, when marching to Pretoria, cannot be called an action—effectually put a stop to it. Of the 250 men, more or less, assailed at Bronkerspruit—suddenly it is true, but after a repeated warning of the possibility of attack—120 were killed and wounded by the Boers, and the remainder taken prisoners. The success to the insurgents, coming as it did immediately after their declaration of independence, set the whole Transvaal in a blaze: British rule was in a moment at an end, and the small and scattered garrisons were one and all hotly besieged and unable to afford one another the smallest assistance or encouragement.

Not less than the anxiety for the safety of these garrisons was the dread that the spirit of revolt might spread throughout the Dutch population of Such Africa, and no surprise need be felt that Sir George Colley speedily came to the conclusion that his clear duty was to make an immediate advance into the Transvaal to free his beleaguered detachments. With all promptitude Colley set out for the front, leaving Maritzburg on January 10th, 1881. His small body of available troops had preceded him on the road to Newcastle, the frontier station of Natal, and 18 days later he had made his first move and had failed.

The force with which General Colley attacked the Boer position at Laing's Nek is thus described by Sir William Butler:—

> "Twelve companies of infantry, taken from four different battalions; 120 mounted troops, half of whom were infantry partly trained to ride; 6 guns, also composite, and 129 sailors; in all, a column from which about 1,200 fighting men could be envolved."

The decision to launch such a force against an enemy, fighting for freedom, flushed by success, and skilled shots holding a strong position, argues one of two things—first, that Sir George Colley was both the bravest and the most rash of commanders! or, secondly, that he made his attack because it seemed to him absolutely necessary to do so. Of these conclusions we prefer the latter, and can only mourn the fact that so courageous a determination did not meet with the success that it deserved and but narrowly missed.

Colley and his handful of troops moved out of their camp before Laing's Nek (the pass leading from Natal into the Transvaal) on the 28th January. The attacking force numbered 850 infantry and 180 mounted men, with 6 guns and 3 rocket-tubes, the remainder of the force being left to guard the camp and convoy of warlike stores.

The force moved under cover of the guns and across open grassy ridges to a point within 2,000 yards from the Boer position, the front and right of which were unassailable.

Having selected his point of attack on the left flank of the enemy, Colley promptly launched five companies of the 58th Regiment and a squadron of mounted men to the attack, holding three companies of the 60th Rifles and 70 mounted police in reserve. Then came the disaster. The cavalry came first under fire and made a most gallant but premature charge. The leading troop actually reached the Boer position, but could not hold their ground and were speedily repulsed. It was now too late to check the infantry attack, which was unsupported, except by the fire of our guns.

The attack of the five companies of the 58th was most gallant, but they were hurried over a very steep ascent by a brave but inexperienced leader, Colonel Deane, Sir George Colley's principal staff officer. The 58th, consequently, reached the crest "in a confused mass and quite beat and breathless. Deane" (wrote Sir George Colley) "made a gallant and desperate attempt to charge, and fell riddled with bullets as he got on the brow. Poole, Elwes, and Inman, his orderly officer, were all shot beside him. A number of men gallantly struggled up after him, but all the mounted officers were down and there was nothing left for it but to retire. The 58th, who really fought admirably, lost 160 out of 480 men, re-formed behind the Rifles, and came back in perfect order."

The whole of Sir George Colley's letter to Lord Wolseley, from which the above extract is taken, shows his character in a charming light. There is no repining at his misfortune; no despondency; no attempt to lay the blame for his failure on his subordinates. "All I wish is," he continues, "that I could have saved those good chaps who served me so well—Deane, Poole, young Elwes, and others."

General Colley estimated the number of the Boers at Laing's Nek at 2,000, and he frankly states that they were no cowards, exposing themselves freely to artillery fire, and coming boldly down the hill to meet our men.

After the failure of this attack Colley determined to maintain his position at Mount Prospect, in preference to falling back to Newcastle and there waiting reinforcements. There is no doubt that he formed this determination to avoid encouraging the Boers to make a general rising, and also partly in the hope that they might attack his camp and give him a chance of retrieving his misfortune.

It is needless to say that the Boers did not thus deliver themselves into Colley's hand, but that within a week of the repulse at Laing's Nek they so threatened his communications with Newcastle as to compel him to sally forth from Mount Prospect camp to re-open the road. The fight that ensued is known as the action of the Ingogo, and but a short sketch of it can be given here.

At 8 o'clock on the morning of February 8th, Colley marched out of camp with a small force of 38 cavalry, 4 guns, and about 280 infantry of the 60th Rifles. His intention was to escort a mail past the Boer parties and to take back with him a convoy that was endeavouring to reach Mount Prospect camp.

The Ingogo River, a stream about half-way between Mont Prospect and Newcastle, was crossed without opposition, and the road beyond it led up to a plateau about a mile distant from the stream. Leaving two guns and a half-company to secure the crossing, Colley speedily pushed on to the plateau, where his small force was immediately surrounded and assailed by a heavy fire. At the very beginning of the action a small body of mounted Boers was fired at by the two guns which had crossed the river, but the Boers again showed their courage and their military instinct by moving at full gallop towards, not away from, the guns, and by rapidly opening aimed fire on the officers and gunners. The conduct of this party of Boers effectually decided the fate of the day.

It was now half-past 12 o'clock, and whatever may have been the short-comings of our soldiers as regards marksmanship, it must be regarded as no small feat that Sir Gorge Colley and his 300 men held that exposed plateau against the deadly fire of the Boers until dark. The losses were heavy. Both the artillery officers and most of the gun detachments had been killed or wounded; two-fifths of the entiere force and three-quarters of the horses were dead or disabled; yet so bold had been their front that the Boers had refused to drive their attack home, in spite of the exhortations of their commander. After nightfall, in pitch darkness and heavy rain, the survivors of the 300 of Ingogo safely made their way over the eight miles of rough road to Mount Prospect. Sir George Colley estimated the number of the Boers at 800 to 1,000, but they were constantly reinforced throughout the day by arrivals from Laing's Nek.

The gravity of the task before Sir George Colley was now evident to him. Only a fortnight had elapsed since he had left Newcastle, and already a third of his force had been killed or wounded. The burden of his misfortunes was heavy to bear, and heavier yet the load of responsibility for the future. Unfortunate he was, rash he may be considered, yet there is much to admire and to love in the man drawn by Sir William Butler, "fixed in purpose, unshaken in resolve, bearing upon his shoulders many loads, striving manfully for the honour of his country and the reputation of her soldiers."

The last chapter of the disastrous story must now be written, but let it be as brief as possible.

The Hill of Majuba which dominated the western extremity of the Boers' position at Laings' Nek had not been held by them. They had contented themselves by daily posting a piquet of observation on the hill, while concentrating their energies on strengthening the defences of the pass itself. They believed, in fact, that by holding the pass they could bar the road into the Transvaal, while Colley, whose force after the action of the Ingogo had been largely increased by reinforcements from India believed that by seizing Majuba he could compel the Boers to abandon their position.

Colley was most anxious to conclude his operations against the Boers with a marked success, both to wipe out the memory of the two failures that had befallen our arms, and to strengthen the hand of the home Government in the negotiations which were in progress with the insurgent leaders. The causes sufficiently explain his determination to seize Majuba Hill by means of a night march, while the necessity of acting without alarming the Boers explains his determination to act with the troops that he had at Mount Prospect, rather than to call up reinforcements from below.

So much has been written about Majuba, that it may surprise many readers of this Journal to learn that the entire force which set out for that fatal hill on the night of February 26th, 1881, numbered but 554 men. These consisted of seven companies belonging to the 58th, 60th Rifles, and 92nd Highlanders, with 64 sailors. Three of the seven companies were posted along the line of communication between the camp and Majuba, leaving but four companies and the sailors to ascend the summit.

The march though difficult, was overcome smoothly enough, and by 4 o'clock on the morning of Feb. 27th the summit of Majuba was in Sir George Colley's hands. As day dawned the handful of English troops looked down on the whole of the Boer laagers about the position of Laing's Nek. No doubt of success appears to have assailed any mind among those on Majuba that Sunday morning eighteen years ago, and to this fatal over-confidence, and to the consequent failure to entrench their position, the disaster that ensued is to be attributed.

The Boer attack began with steady firing at about 7 o'clock, and for a considerable time no apprehension was felt, and it was indeed considered that the enemy was wasting his ammunition. To cut a painful story short, this apparently useless fire of the Boers simply held the attention of our men while an assaulting force, unseen and unmolested, worked its way to the position, and suddenly showing itself at a distance of about 40 yards, poured a heavy fire into our troops, which produced an instant and irretrievable panic. The general and his officers did all that men could do to restore order, but it was impossible. "In less time than it takes to tell it, the whole of the troops rushed backwards from the rocks to the brow they had ascended nine hours earlier."

Then, having tasted all the bitterness of death, the unfortunate commander was taken by the divine mercy from the scene of his disaster.

"In the sense in which death can have any pain or bitterness," writes his biographer, "George Colley died when his men broke and fled. This mountain, which seemed but an hour ago the solid base of a brilliant success, had proved to him the shifting quicksand of military misfortune."

But one word remains to be said. The disaster and humiliation of Laing's Nek and Majuba remained unavenged. The evil genius of England triumphed, and when, shortly after the death of Colley, his successor telegraphed to the home Government that "he held the Boers in the hollow of his hand," the tender conscence of Mr. Gladstone shuddered at the idea of blood-guiltiness, and the shame of Majuba became a permanent bitterness. When will the savour of it be washed away?

JAPANESE LEGEND OF TWO STARS.

ADELAIDE MARION, IN "CHAUTAUQUAN."

One of the greatest days in the calendar of old Japan is the seventh day of the seventh month. On this day the shepherd-boy star and the spinning-malden star cross the Milky Way to meet each other, they are the stars Capricornus and Lyra, about whom the story runs as follows:—

On the banks of the Silver River of Heaven, which we call the Milky Way, there lived a beautiful maiden, who was the daughter of King Sun. Her name was Shokuio. She did not care for playing with other little girls, and, thinking nothing of vain display, she wore only the very simplest dresses. She was always most industrious, weaving day and night together by blending the roseate hues of morning with the silvery shade of twilight. The Sun King noticed the serious disposition of his daughter and tried in many ways to make her more cheerful. At last he decided to choose a husband for her. The youth whom the king had chosen for his daughter was Kingin, a shepherd boy, who guarded his flocks on the banks of the Silver River of Heaven. The king hoped that he would teach his daughter to smile and chatter like other girls.

Kingin succeeded only too well. The spinning malden became merry and lively, and utterly forsook her loom and needle. The roseate hues of morning were left to take care of themselves, while the silvery tints of evening hung like ragged edges on the shades of night. The Sun King was very much offended at the behaviour of his daughter, and, thinking the shepherd boy was to blame, he determined to separate them. He ordered the husband to cross to the other side of the Silver River of Heaven, and told him that hereafter he should see his daughter only once a year, on the seventh day of the seventh month.

The Sun King called together myriads of doves, which made a bridge, and supported on their wings the shepherd boy crossed over the River of Heaven, whereupon the doves immediately flew away. The weeping wife and loving husband stood for a while gazing at each other wistfully from afar, then they separated; one to search for another flock of sheep to lead, and the other to ply her shuttle during the long hours of the day with diligent toil. Thus passed the hours away, and the Sun King again rejoiced in his daughter's industry. But when night came, and all the lamps of heaven were lighted, the lovers would stand beside the banks of the river and gaze longingly at each other, waiting for the seventh night of the seventh month.

At last the time for the meeting of the star lovers drew near. Only one fear possessed the loving wife. What if it should rain, for the River of Heaven is filled to the brim and one extra drop of rain would cause a flood and sweep away even the bird-bridge! But the seventh night of the seventh month came, and not a rain-drop fell. The doves flew together in myriads, making a pathway for the tiny feet of the little lady. Trembling with joy, and with a heart fluttering more than the bridge of wings beneath her feet, she crossed the Silver River of Heaven and met her happy shepherd boy. This she does every year, save on the sad occasions when it rains. For this reason the Japanese always hope for clear weather on the seventh night of the seventh month.

THE BOY.

[BY E. S.]

I am always sorry for the Boy—I mean the household Boy. He reminds me of the waste-paper basket, because his vocation, like that of the waste-paper basket, is so defined in theory and limitless in practice. For, however full it may be of slippers and dead flowers and people's addresses, the waste-paper basket is supposed to be there to hold waste-paper; and the Boy, according to the advertisement that produced him, is there to do the boots and knives. I never heard of a boy who was engaged to do anything but the boots and knives, though why those two ill-fated articles should always be bracketed together and then given over to be dealt with by the incompetent hands of the Boy, I never can imagine. Nothing could be much more dissimilar than a boot and a knife, and anybody would suppose it would be wiser to keep them as far apart as possible when a boy is about, instead of letting him earn his experience upon them. By the time the Boy has done with them, however, there is not much to choose between a boot and a knife; they both come upstairs with the same humid, purplish patches, and the same gritty dankness of touch, and the same elusive perfume of bootiness. I believe that is how the knife and the boot have come to be confounded one with the other—because they both end in conveying that faint suggestion of boot leather, though only one of them has been treated like a boot and overlaid with blackness at the point of a bit of firewood, while the other has been sprinkled playfully with a fascinating brown powder that looks like chocolate, but unfortunately does not taste like it. Another reason why we associate them may be that, at the end of a few weeks' treatment by the Boy, the knives and boots invariably have to be replaced by new knives and new boots.

I often wonder what the Boy feels like, when he begins to understand the technical meaning of boots and knives. It is probably his first disillusionment, the Boy being generally of such a tender age; but perhaps he is not allowed time for cynical observation. When we reflect that windows and stone passages, and front doorsteps and areas, and coals and bells, and letters and lamps are only a few samples of what boots and knives may mean, it is not to be expected that the Boy can spare much thought for the moral aspect of advertisements. Nor is it any wonder that the Boy also recalls to us that other domestic misnomer—the duster. Everybody knows that the duster is never a clean duster. It does not matter how many new, spotless, nicely designed dusters one has presented to the household within the last few weeks—the duster, when asked for unexpectedly, always comes up the same duster as before. If it were only the dusty duster, it would be bad enough; but it is generally the oily, damp, musty, coaly, dustery duster, which is much more saddening. Where the duster picks it all up belongs, of course, to the domestic mysteries! and the career of a duster, properly traced, would probably explain its extraordinary powers of receptiveness. That is where it reminds one of the Boy; for, no matter how often one asks for the Boy he is sure not to be a clean boy.

I am not so sorry for the Boy at Cynthia's flat as I am for other people's boys. Indeed, as long as Cynthia's Boy is gifted with a pathetic countenance, he is sure to have a very good time; for Cynthia has a kind heart, and she never could withstand a pathetic countenance. If he has curly hair and a winning smile into the bargain, so much the better for him; but a pathetic countenance is quite enough to make Cynthia spoil him outrageously.

Last time I called on Cynthia I found a new Boy. The pathetic countenance was there right enough, but other personal attractions were missing. I was rather glad he was not a pretty Boy, for the last one had beautiful eyes, and I used to be kept waiting, outside the front door while the servants, in the kitchen, or Cynthia in the drawing-room, made him talk about his home. "What is your name?" I asked the new Boy, for future convenience, when he had shown me into the drawing-room to wait for Cynthia, who was out. "It don't matter," he answered promptly. It evidently didn't, for when some one called "John!" at one end of the flat he immediately rushed in that direction, and when some one else said "Henry!" from the other end, he hastened just as obediently the opposite way.

"You see," he explained confidentially, when he returned in a breathless condition to me, "they've had rather a run of boys in this place, and they just mentions the name that's stuck to 'em most. It confused me a bit at first, like the clothes, but I'm used to em now." "The clothes?" I said inquiringly. "Same thing," he replied. "There was stacks of boys' clothes, all sizes, and they turned me loose on 'em to rig myself out. It took me a whole morning, 'cos when the styles was correspondin' the sizes wasn't. If you look at me now, you'll see I've got the last one's coat, and the one before that's weskit, and——" "Thank you, William!" I interrupted gently. "When do you think my sister will be in?" William was the name that had stuck to *me* most, for William had even coaxed numbers of Lionel's old ties from me, by reason of his peach-like complexion and cherubic features, both of which had concealed a duplicity of character that finally led to his dismissal.

John-Henry-William looked at me in amazement. "D'ye mean to say you're the mistress's own sister?" he gasped. "Why not?" I inquired. "Well, you ain't like her," he responded flatly. "You ain't even asked me why I'm so pale an' thin. *She'd* be pale an' thin if she was five in one room, an' three buried wi' the consumption." It was something quite new for Cynthia's Boy to resent the kind heart of Cynthia; but contempt seemed to be his normal pose, for when he went out of the room I heard him address the housemaid in the same sort of tone. "Who's that woman?" he asked. "What are you talkin' of?" demanded the housemaid wrathfully. "Don't you know a lady when you see her?" The boy whistled. "Have I got to call a little bit of a thing like a *lady*?" he exclaimed. "Edwin!" called the cook from the kitchen, and John-Henry-William-Edwin scurried off.

"You've found a curiosity in your new boy," I remarked, when Cynthia came in with her husband. "Curiosity!" echoed Stanley, seizing the teapot; "on the contrary; a very ordinary and incompetent young scamp!" "Now, Stanley," remonstrated Cynthia, "you know you liked the look of him ever so much better than the last but one." "Should hope I did," said Stanley briefly; "the last but one took away my appetite." "Did you get him through an advertisement?" I asked. "Not exactly," said Cynthia, and she looked a little guiltily towards her husband. "Was it an agency?" he asked suspiciously. "Why?" said Cynthia, prooceeding to laugh. Stanley handed me the sugar, and then turned reproachfully to his wife. "I believe, I do believe you know his mother!" he exclaimed. "I do," admitted Cynthia, laughing more than ever. "It's a very funny thing," I observed, by way of helping the conversation, "that if you want a cook, or a gardener, or a butler, you try to find what you want; but if you want a boy you only try to find a mother." "I didn't try to find her," said Cynthia weakly; "she has always been there, down at our old home in the country." "That's all very well, complained her husband; "but why should the interests of this household be sacrificed to your home in the country?" "Oh as to the household," said Cynthia airily, "the household adores him already. It calls him pale and——" "So he told me," I interposed promptly, "and he has a huge scorn for the household in consequence. That is why he won't stop!" It was very mean of me to go on helping the conversation in this way; but it always amuses me to hear Cynthia and her husband pretending to quarrel, and as they never really listen to anyone but themselves it does not matter what I say. "Of course he won't stop," groaned Stanley, hacking tragically at the plum cake, "that means more sticky boots and foggy silver!" "Rubbish!" laughed Cynthia. "Of course he will stop. We'll have him in and ask him." She raised her voice and called, "Herbert!" the Boy having evidenced his proximity by falling heavily against the door in a wild rush from the pantry to the letter-box. She had to call twice before he appeared.

"Didn't know it was me you was wantin'," he said, when he was pushed in by the housemaid. "Did you not hear me call you?" asked my sister severely. "I heard ye say 'Herbert'!" answered the Boy cautiously. "Well, well, what *is* your name?" asked Cynthia.

"Herbert, mum," was the innocent reply of John-William-Edwin.—*Pall Mall Gazette.*

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UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

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Captain Craven, will be despatched as above on MONDAY, the 15th instant, at 4 P.M.

For Freight, apply to

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Agents.

Hongkong, 12th January, 1900. [1583a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 16th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

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General Managers.

Hongkong, 12th January, 1900. [53b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Sobaj ima, will be despatched for the above ports, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 10th January, 1900. [45

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"SZECHUEN,"

Captain Hall, will be despatched as above on WEDNESDAY, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [50b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 17th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1900. [1596a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 17th instant,

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1900. [1597a

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS,"

Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th December, 1899 [1612a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"TAISANG,"

Captain Sawer, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th January, 1900. [45b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th November, 1899. [1539a

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE,"

Captain Davies, will be despatched as above on or about the 31st January, 1900.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 27th December, 1899. [1613a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th December, 1899. [1618a

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 14th instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 13th January, 1900. [49b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain A. Mitis, will leave for the above places TO-MORROW, the 14th instant, at Daylight.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th January, 1900. [35b

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"

will be despatched for the above Port about the middle of January, 1900, and will be followed by

S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 20th December, 1899. [1503a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 8th January, 1900. [37b

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"

will be despatched for the above Port, on or about the 1st February.

To be followed by

The Steamship

"MORVEN,"

about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd January, 1900. [19b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on THURSDAY, the 15th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th January, 1900. [32b

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th January, 1900. [33b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched on TUESDAY, the 20th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [51b

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

JEYES' FLUID
THE BEST DISINFECTANT

DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1899. [37

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UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by RUDYARD KEPLING, Music by Sir ARTHUR SULLIVAN.

Has created a furore unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
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Hongkong, 20th December, 1899. [1580a

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AT

REASONABLE PRICES.

Hongkong, 17th May, 1899. [38

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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

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A spe[illegible]dable Watch made for this Climate.

Quality A.....$15

Quality B.....$12

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Watson's Building.

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WORTH A GUINEA A BOX.

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FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS

SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

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NOTICE.

NIGHT SCHOOL for EUROPEANS, by an Ex-SCHOOLMASTER.
Terms moderate, for Particulars apply
"Z,"
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Hongkong, 18th August, 1899. [1038a

AERATED WATERS.

I HAVE been appointed Agent in Kowloon for the sale of the CELEBRATED AERATED WATERS, manufactured by A. S. WATSON & Co., LD., which can always be had at my shop in Kowloon at the same Prices that are charged in Hongkong.

H. RUTTONJEE,
21 & 22, Elgin Road, Kowloon.

2nd January, 1900. [34

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET,

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [39

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a speciality.

Hongkong, 22nd September 1898 [40

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Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899 [33

CHS. J. GAUPP & CO.,

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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGERS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [35

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE of LIME

FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of Blood and Night-Sweats, and the Appetite improves rapidly—a fact clearly demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. **Beware of Imitations.**

GRIMAULT & Co., Paris. Sold by all Chemists.

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36

The Share Market.

LATEST QUOTATIONS.

(January 13th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	347 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$235
China Traders' Ins. Co., Ld.	$ 25	$57
North China Ins. Co., Ld.	£ 25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$ 60	$112
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld.	$ 20	$23
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$330
China Fire Ins. Co., Ld.	$ 20	$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$31½
Indo-China Steam Navigation Co., Ld.	£ 10	$86
China & Manila S.S. Co., Ld.	$ 50	$90
Douglas Steamship Co., Ld.	$ 50	$51
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£9.15 buyers
China Mutual S. N. Co., Ld.—(Ord'ry)	£ 10	£9.10/-
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£4.15
Star Ferry Co., Ld.	$ 10	$203
"Shell" Transport & Trading Co., Ld.	£100	£240
Refineries.		
China Sugar Refining Co., Ld.	$100	$120
Luzon Sugar Refining Co., Ld.	$100	$47½
Mining.		
Punjom Mining Co., Ld.	$ 6	$6½
Punjom Mining Preference Shares	$ 1	$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	$350
Queen Mines, Ld.	25 cts.	$0.40
Jelebu Mining and Trading Co., Ld.	$ 5	$12½
Raub Australian Gold Mining Co., Ld.	15s. 10d.	$61½
Oliver's Freehold Mines, Ld.	$ 5	$9
Oliver's Freehold Mines, Ld.	$ 4½	$6
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$1
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	540 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$88
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$45 buyers
New Amoy Dock Co., Ld.	$ 6¼	$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$10.25
Hongkong Land Investment & Agency Co., Ld.	$ 50	$118
Kowloon Land and Building Co., Ld.	$ 30	$28
West Point Building Co., Ld.	$ 50	$40
Hongkong Hotel Co., Ld.	$ 50	$124
Humphrey's Estate & Finance Co., Ld.	$ 10	$9.25
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$50
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 55
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 72½
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 375
YahloongCotton Spinning Co., Ld.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$30
China-Borneo Co., Ld.	$ 15	$15
A. S. Watson & Co., Limited	$ 10	$16½
Watkins, Limited	$ 10	$10½
Hongkong Electric Co., Limited	$ 10	$10
Hongkong Electric Co., Limited	$ 2	$2
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$225
Geo. Fenwick & Co., Ld.	$ 25	$50
H'kong Ice Co., Ld.	$ 25	$135
H'kong High-Level Tramways Co., Ld.	$100	$145
Dairy Farm Co., Ld.	$ 6	$6
Hongkong and China Bakery Co., Ld.	$ 50	$25
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld.	£ 1	£1 nominal
United Asbestos Oriental Ag'cy, Ld.	$ 4	$2
United Asbestos Oriental Ag'cy, Ld.	$ 10	$10
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

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O'Gorman, Lt.-Col. The
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Snow, Lt. C. F., U.S.N.
Snow, Mrs. C. F. and daughter
Volpicelli, Consul
Volpicelli, Madame
Wilson, Mr. J.
Wood, Mr. J. R.

EXCHANGE.

Hongkong, 13th January.

ON LONDON, Telegraphic Transfer	1/11 5/16
" Bank Bills, on demand	1/11 7/16
" Credits, 4 months' sight	1/11½
" D'ments, 4 months' sight	2/0
ON BERLIN, (demand)	M. 2.—
ON PARIS, Bank Bills, on demand	2.45½
" Credits, 4 months' sight	2.51½
ON NEW YORK, Bank Bills, on demand	47½
" Credits, 30 days' sight	48⅜
ON BOMBAY, Telegraphic Transfer	143½
" On demand	144
ON SHANGHAI, Telegraphic Transfer	71½
" Private, 30 days' sight	72½
ON YOKOHAMA, T.T.	¼ per cent. prem.
Sovereigns, Bank's Buying Rate	$10.26
Gold Leaf 100 touch, per tael	53.70
Bar Silver	27 1/16
Dollars	2½ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 13th January.

New Patna	927½	per chest.
New Benares	922½	"
New Malwa	890	per picul.
Old Malwa	890	"
Persian, paper tied	840/850	
Best Quality		

VESSELS IN PORT.

Steamers.

BENALDER, British steamer, 1,956, J. D. Sartche, 8th Jan.,—Moji 3rd Jan., Coals.—Gibb, Livingston & Co.

COPTIC, British steamer, 2,744, J. C. Rinder, R.N.R., 11th Jan.,—San Francisco 13th Dec., and Shanghai 9th Jan., Mails and General.—O. & O. S. S. Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,—Kutchinotzu 26th Dec., Coal.—Siemssen & Co.

DEUTEROS, German steamer, 1,001, E. Petersen, 12th Jan.,—Saigon 7th Jan., Rice.—Siemssen & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec.,—Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails and General.—C. P. R. Co.

HAILAN, French steamer, 377, W. Bast, 12th Jan.,—Pakhoi and Hoihow 11th Jan., General.—A. R. Marty.

HONGKONG, French steamer, 739, Bastian, 27th Dec.,—Haiphong and Hoihow 26th Dec., General.—A. R. Marty.

INABA MARU, Japanese steamer, 3,839, W. Bainbridge, 12th Jan.,—Moji 8th January, General.—Nippon Yusen Kaisha.

JACOB DIEDERICHSEN, German steamer, 682, J. Bruhn, 12th Jan.,—Holhow 11th Jan., General.—Jebsen & Co.

KINSHIU MARU, Japanese steamer, 2,459, W. Brady, 1st Jan.,—Seattle Wash. via Moji 25th Dec., Coal and General.—Nippon Yusen Kaisha.

KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 11th Jan.,—Swatow 10th Jan., General.—Nippon Yusen Kaisha.

MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Soumbaya and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.

MONGKUT, British steamer, 859, N. G. Major, 10th Jan.,—Bangkok 1st Jan., General.—Butterfield & Swire.

PHRA NANG, British steamer, 1,021, A. S. Calder, 10th Jan.,—Bangkok 21st Dec., and Swatow 9th Jan., Rice and General.—Yuen Fat Hong.

PROGRESS, German steamer, 687, P. Brandt, 12th Jan.,—Touron 9th Jan., Rice.—Chinese.

QUARTA, German steamer, 1,146, H. Johannsen, 11th Jan.,—Moji 6th Jan., Coals.—Sander, Wieler & Co.

ST. PAUL, American steamer, 1,866, Hays, 10th Jan.,—Manila 6th Jan., Ballast.—Order.

TAI CHEONG, German steamer, 828, H. Ahrens, 10th Jan.,—Saigon 5th Jan., Rice and Rice-flour.—Meyer & Co.

TAISANG, British steamer, 1,544, W. E. Sawer, 9th Jan.,—Shanghai 6th Jan., General.—Jardine, Matheson & Co.

TETARTOS, German steamer, 1,578, T. Desler, 8th Jan.,—Moji 3rd Jan., Coal.—Siemssen & Co.

THALES, British steamer, 879, Passmore, 12th Jan.,—Swatow 11th January, General.—Douglas, Lapraik & Co.

TRIESTE, Austrian steamer, 3,203, A. Mitis, 12th Jan.,—Trieste and Singapore 6th Jan., General.—Sander, Wieler & Co.

TRITOS, German steamer, 1,033, P. Lassen, 8th Jan.,—Saigon 3rd Jan., Rice and General.—Siemssen & Co.

TSINAN, British steamer, 1,459, O. Anderson, 2nd Jan.,—Sydney and Melbourne 9th Dec., Coal and General.—Butterfield & Swire.

Sailing Vessels.

KING ARTHUR, British ship, 1,562, Robertson, 1st Jan.,—Cardiff 3rd August, Coal.—Admiralty.

TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.,—Hongay 15th Dec., Ballast.—Sander, Wieler & Co.

TULENKUN, American schooner, 74, Melander, 2nd Jan.,—Guam 13th Dec., Iron and General.—Master.

VALE OF DOON, British bark, 669, J. Peterson, 11th Dec.,—Rajang, Sarawak, N.B. 15th Nov., Hard-wood.—Order.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jopes,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.

Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, Morrison,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, J. J. Lossius,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Lil, American lorcha.

Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Samshui, British steamer, Dixon,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Swatow and Bangkok—Per *Phranang* to-morrow, the 14th instant, at 9 A.M.

For Canton—Per *Fatshan* to-morrow, the 14th instant, at 9 A.M.

For Rangoon—Per *Benalder* to-morrow, the 14th instant, at 9 A.M.

For Moji, Kobe, Yokohama, Honolulu, San Diego and San Francisco—Per *Strathgyle* on Monday, the 15th instant, at 10 A.M.

For Kuchinotzu—Per *Tsuruguan Maru* on Monday, the 15th instant, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Ernest Simons* on Monday, the 15th instant, at NOON.

For Shanghai, Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)—Per *Kinshiu Maru* on Monday, the 15th instant, at 3 P.M.

For Singapore—Per *Indravelli* on Monday, the 15th instant, at 3 P.M.

For Manila—Per *Yuensang* on Tuesday, the 16th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China* on Wednesday, the 17th inst., at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Rockhampton, Brisbane, Sydney and Melbourne—Per *Taiyuan* on Wednesday, the 17th instant, at 3 P.M.

For Amoy, Shanghai, Chemulpo and Nagasaki—Per *Kosai Maru* on Wednesday, the 17th instant, at 5 P.M.

For Singapore, Penang and Calcutta—Per *Taisang* on Thursday, the 18th inst., at 2 P.M.

For Kobe and Yokohama—Per *Miike Maru* on Thursday, the 18th instant, at 3 P.M.

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